

# The Hongkong Telegraph.

WEATHER FORECAST  
FAIR.

(ESTABLISHED 1881.)

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April 19th, 1912, Temperature a.m. 68, p.m. 82; Humidity...93, 61.

April 19th, 1911, Temperature a.m. 68, p.m., 67; Humidity...58, 45.

No. 8765

號四初月三年子壬

SATURDAY, APRIL 20, 1912.

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## TELEGRAMS.

### THE TITANIC DISASTER.

#### Survivors' Thrilling Descriptions of the Last Scenes.

##### OFFICERS HAD TO BE FORCED TO LEAVE THE SHIP.

[Service to the "Telegraph."]

London, April 19, 1.25 p.m.

Mrs. Churchill Candee, of Washington, who had both legs broken in getting into a life boat, declares that most of the men were saved through being picked up in the water into which they plunged after the lifeboats were launched.

Colonel Gracie of the United States Army, who went down with the Titanic, states that he was whirled around and seized a grating. He then saw a raft floating upwards which he boarded. He rescued others till there were thirty aboard. They were picked up by the Carpathia.

##### ENQUIRY WELCOMED.

Mr. Bruce Ismay, who is overwhelmed by the disaster, affirms that the White Star line will do everything that is humanly possible to alleviate the distress and would welcome the most exhaustive enquiry. Mr. Ismay left on the last boat—one of the collapsible boats.

##### MEMORIAL TO MR. STEAD.

Reuter's correspondent at New York states that hundreds of delegates at the religious congress which Mr. Stead was to address held a memorial service to Mr. Stead in the Carnegie hall.

##### MARVELLOUS DEVOTION.

The Titanic's assistant wireless operator in a message to his bride testifies to the marvellous devotion of his chief, Phillips, who continued working in his cabin after it was awash and a quarter of an hour after the captain said, "You have done your duty. Save yourselves."

##### NO COWARDICE.

Mr. Cheverot, the Canadian sculptor, declares that there was absolutely no cowardice. "I take off my hat to the English seamen who went down with the ship," he said. "Those manning the boats were difficult to force into them."

Colonel Gracie, in the course of a further statement, said that he felt as though he were propelled upward by the explosions. All around him were bodies and the raft was soon full and waterlogged. They were compelled to refuse to take others aboard. Many of those refused to go. Many of the boats were thus lowered only half filled. When they realised that they were sinking some of the passengers succeeded in lowering a collapsible boat which was damaged in the collision. Fifty people crowded into the boat which was semi-awamped. One by one the occupants perished with cold and were thrown out. Only fifteen survived and were picked up.

##### A GRIM STATEMENT.

Three French first-class passengers emphasise the fact that but for blind faith in the unsinkable qualities of the Titanic—the loss of life would have been less. Many believing that the launching of the lifeboats was an excessive precaution and that there was no risk whatever, remained aboard and refused to go. Many of the boats were thus lowered only half filled. When they realised that they were sinking some of the passengers succeeded in lowering a collapsible boat which was damaged in the collision. Fifty people crowded into the boat which was semi-awamped. One by one the occupants perished with cold and were thrown out. Only fifteen survived and were picked up.

## TELEGRAMS.

### THE TITANIC DISASTER.

#### CAPTAIN'S HEROISM.

[Service to the "Telegraph."]

Survivors who were still aboard when the Titanic sank, agree that Captain Smith was most heroic to the end.

Just before he was washed off his feet he megaphoned the crowd to be British. He was seen later helping struggling people in the water.

Other officers and members of the crew nobly seconded the captain's example.

No less than 85 passengers are in hospital in New York.

The Mansion House fund now reaches over £50,000. Sir Ernest Cassel has contributed £500 and Sir Julius Wernher £250.

#### FOREIGN POWERS' SYMPATHY.

Representatives of practically all the Foreign Powers have called at the Foreign Office to offer sympathy in the Titanic disaster. Sir Edward Grey has gratefully acknowledged the offers of sympathy.

The Football League has passed a resolution that all clubs shall make collections on behalf of the relief funds on the football grounds.

#### WHAT OF MR. STEAD?

Reuter's correspondent at New York states that some newspapers print a brief account of the death of Mr. Stead whom the survivors think they saw on the raft with Colonel Astor after the Titanic sank. Other witnesses state that they had seen Colonel Astor with Major Butt on the bridge as the ship took her final plunge. Probably, if this is correct, both Mr. Stead and Colonel Astor found themselves in the sea and swam to the overturned raft in a final effort to escape. At any rate, the two men who were taken for Mr. Stead and Colonel Astor finally succumbed to cold and exposure and, releasing their hold on the raft, disappeared into the sea.

It has been arranged that the 300 survivors of the crew shall sail for England to-day. Six Chinese who had hid beneath the seats of the Titanic's lifeboats are among the survivors. They were undetected until the people in the boats boarded the Carpathia. Two of their companions who were also in hiding were crushed to death by the weight of the passengers who were sitting above them.

#### ON THE RAFT.

Colonel Gracie, continuing his narrative, states that the crowd on the raft were compelled to stand for hours packed back to back and afraid to move lest the delicate balance should be upset. Even when someone whispered that a steamer was approaching they dared not look round.

#### COMMITTEE OF SURVIVORS STORY.

London, April 18, 5.45 a.m.

A message from New York states that a committee of surviving passengers of the Titanic has issued the following statement:—

"We, the undersigned surviving passengers of the Titanic, in order to forestall any sensational and exaggerated statements, deem it our duty to give the Press a statement of facts which have come to our knowledge and which we believe to be true.

On Sunday, April 14, 1912, at about 11.40 on a cold starlit night, the ship struck an iceberg which had been reported to the bridge by the look-outs, but not early enough to avoid a collision.

## TELEGRAMS.

### THE TITANIC DISASTER.

#### THE DAMAGE.

[Service to the "Telegraph."]

Steps were taken to ascertain the damage and to save the passengers and crew. Orders were given to put on life-belts, boats were lowered, the usual distress signals were sent out by wireless and rockets were fired at intervals.

Fortunately the Carpathia received the wireless message from the Titanic about midnight. She arrived on the scene of the disaster at 4 a.m. on Monday and received the survivors on board with the most touching care."

#### THE LIFEBOAT ACCOMMODATION.

The statement of the committee of survivors continues at length and pays high tribute to the treatment the shipwrecked passengers received on the Carpathia. The statement proceeds to point out that the Board of Trade passenger certificate of the Titanic allowed for 3,500 passengers but lifeboat accommodation for only 950. The total number of people on board was 2,340, and those who were rescued comprise the following:—

|              |     |
|--------------|-----|
| First class  | 210 |
| Second class | 125 |
| Third class  | 200 |
| Officers     | 4   |
| Seamen       | 39  |
| Stewards     | 96  |
| Firemen      | 71  |

Total 745

#### STRAIGHT SPEAKING.

Concluding their statement the committee says:—

"We feel it is our duty to direct the attention of the public to the inadequate supply of life-saving appliances on modern passenger steamships."

"We recommend that immediate steps be taken to compel them to carry sufficient boats and to carry the maximum 'board.'"

The statement also directs attention to the lack of trained seamen to man the boats and the insufficiency of officers to superintend the launching of them. The committee suggests that an international conference be convened and recommends the passage of identical laws providing for the safety of all at sea.

#### CARPATHIA ARRIVES.

The Carpathia arrived at the pier at 8.37 in the evening. The members of the Senate and the Committee of Investigation into the disaster had intended to board the Carpathia at sea, but the liner developed unexpected speed and reached the pier before the Committee arrived in New York.

Some delay occurred in the docking of the vessel owing to the taking off of thirteen of the Titanic's life-boats. The survivors began landing at 9.35. As they entered the street a dead silence fell upon the crowd and even the flash-light batteries of the Press photographers for a moment ceased their bombardment.

#### WAILING WOMEN.

When the Carpathia arrived there were a thousand relatives and friends of those on board assembled on the pierhead, including Mr. Morgan, Jun., and representatives of the Widener and Thayer families, who came from Philadelphia by special trains. Automobiles

## TELEGRAMS.

### THE TITANIC DISASTER.

biles came rushing up outside, bringing others. Women were wailing as the Carpathia was slowly warped to the dock. The Committee of the New York Stock Exchange brought to the pier a sum of twenty thousand dollars collected from the members for distribution among needy survivors. There were many doctors and nurses in attendance, also a couple of ambulances.

#### SUICIDE RUMOURS DENIED.

According to the stories of the survivors revolver shots were heard as the Titanic went down and this occasioned rumours of the suicide of the captain and the chief engineer, but the survivors of the crew have discredited these reports, and say that the captain was last seen leaping from the bridge as the decks were washed away.

#### A PITIFUL SIGHT.

Interviewed in New York, a passenger by the Carpathia says that sixteen lifeboats in all were sighted. The transfer of the Titanic's passengers was a pitiful sight. Ropes were tied to the waists of the adults and the children and babies were placed in bags and hoisted on deck. Some of the boats were not half full, while others were crowded. Some of the unfortunate people were in evening dress and others were in night-clothes and blankets. All were hurried to the saloon, where they were furnished with a hot breakfast. They had been in the boats for from four to five hours in a most biting wind. No demonstration was made by them, and not a sob escaped their lips. All seemed to have been stunned by the shock of their experiences. Divine service was held after breakfast. Four of the rescued died soon after reaching deck.

#### A SURVIVOR'S STORY.

A Londoner named Beesley said the voyage from Queenstown was quiet and uneventful and of the finest description. The weather was calm but extremely cold and particularly so on the last day.

"I had been in my berth for about ten minutes," he said, "when, about 10.15, I felt a slight jar, then soon another one, but neither of them sufficient to cause me the slightest anxiety. However, the engines stopped immediately."

#### FIRST THOUGHTS.

My first thought was that we had lost a propeller. I went on deck in my dressing gown and found that only a few people had come up similarly to enquire. No one was in the least anxious. I saw a game of cards proceeding in the smoking room and went in to enquire if they knew anything. It seems that they felt more of the jar. Looking through the window, I saw a huge iceberg pass close by and thought we had grazed it with a glancing blow.

#### CARD GAME WENT ON.

None of us had any conception that the vessel was pierced below by a submerged part of the iceberg. The game went on with little thought of impending disaster. I retired again to my cabin and read till the engines restarted and never saw any of the card-players or onlookers again. A little later, hearing people going upstairs, I went out again and found everyone wanting to know why the engines had stopped.

## TELEGRAMS.

### THE TITANIC DISASTER.

#### AN OMINOUS LIST.

There was no doubt that many of the passengers had been wakened from their sleep by the sudden stopping of the vibration. I noticed a list from the stern to the bows and imagined that some of the front compartments had filled and weighed her down. I went down below again for warmer clothing and, as I was dressing, I heard the order:—

#### All Passengers on Deck With Lifebelts.

We all walked up slowly with lifebelts over our clothing, and even then we presumed that this was only a wise precaution that the captain was taking and that we should return shortly to retire to bed. There was a total absence of panic, possibly owing to the exceedingly calm night and the absence of signs of accident. The ship was absolutely still, and, except for a gentle tilt downwards, which I don't think one person in ten would have noticed, there were no signs of approaching disaster.

But in a few moments I saw that the covers were lifted from the boats and that the crews were standing by ready to lower, and then I realised that something serious had happened. The people were now pouring up from below and presently the order was given:

#### All Men Stand Back From the Boats. All Ladies Retire to the Next Deck Below.

The men stood back in absolute silence, some leaning on the railings and some pacing the deck, while the ladies were swung out and lowered to the decks below, where the ladies got in quietly, except some who refused to leave their husbands. Some of the latter were torn from their husbands and pushed into the boats.

#### NO DISORDER.

All this time there was no trace of disorder or any attempt to rush the boats. There was no hysterical sobbing on the part of the women, and it was extraordinary how self-controlled everyone was even when they realised that they might presently be in the sea with life-belts only to support them. When the boats with the women and children disappeared in the darkness word was given to the men to enter the boats and this was effected quietly.

#### PORTRHOLES BLAZING.

When I got away it was one o'clock in the morning. It was a beautiful starlit night. There was no moon and the sea was calm as a pond, just a gentle heave, but bitterly cold. In the distance the Titanic looked enormous. Outlined in black against a starry sky, with every porthole blazing, it was impossible to think that anything was wrong but for the ominous tilt at the bows, where the water now reached the lowest row of portholes.

## TELEGRAMS.

### THE TITANIC DISASTER.

#### THE LAST SCENE.

About two in the morning I observed the Titanic settling most rapidly. The bows and bridge were completely submerged, and she slowly tilted on end, the stern being vertically upwards. The lights flashed and then went out altogether. I heard the machinery roaring down through the vessel with a rattling and groaning that was audible for miles around. It was the weirdest sound imaginable in mid-ocean. She remained upright for a time, which I estimate at five minutes at least, one hundred and fifty feet of her hull towering up a black mass against the sky. Then with a quiet slanting dive, she disappeared and there fell upon our ears the most appalling noise human being has ever listened to—the cries of hundreds of our fellow-beings struggling in the icy water and crying for help, which cry we knew could not be answered."

#### WOMEN FIRST.

The story is given by a passenger of the Carpathia that the Titanic crashed into the iceberg immediately after sighting it a quarter of a mile away. Simultaneously the click of levers operated from the bridge stopped the engines and closed the bulkheads. The captain on the bridge summoned all to don life preservers and ordered the boats to be lowered. The first boat was mostly filled with males as they were the first to reach the deck. When the rush of women and children began the women were first, a rule that was strictly observed. The officers drew their revolvers but in most cases they were not used.

#### "NEARER MY GOD TO THEE."

As the last boats drew away the ship's band gathered in the saloon near the end and played "Nearer my God to Thee." It is believed that the explosion of the boilers was due to the admission of ice water, and that this broke the ship in two.

#### ACCOUNTS DISAGREE.

It is stated that one of the Titanic's passengers died in the boats and five on board the Carpathia as a result of the hardships and exposure. The accounts of the scene when the liner struck disagree. Some maintain that calm prevailed, while others state that wild disorder broke out and that there was a mad struggle for the boats. Some hysterical survivors, who refused to give their names, said that the captain and chief engineer committed suicide, but these reports are not confirmed, and are discredited.

Mr. Beesley, of London, and Colonel Gracie, an American, deny that the officers used their revolvers.

#### NOTABILITIES MISSING.

Up to the present, the only reference to Mr. Stead is by the York-shireman, Mr. Barkworth, who saw him on deck shortly after the vessel struck. Others report that they failed to see him among the men who were watching the loading of the boats. As there was no alarm, he may have returned to the stateroom. It is also wondered whether Mr. Hays and Mr. Guggenheim tarried too long, or forbore to approach the fast-filling lifeboats. Passengers praise enthusiastically the calm courage of Col. Astor and Major Butt, Mr. Taft's aide de camp. Both helped and cheered the women. Mr. Astor personally helped a young bride, who was in delicate health, into one of the last boats.



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| MONGOLIA  | 27,000 | " | " | May 20  | "      |
| KOREA     | 18,000 | " | " | June 18 | "      |

## INTERMEDIATE.-

|       |        |   |   |         |   |
|-------|--------|---|---|---------|---|
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| Nile  | 11,000 | " | " | "       | " |

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Hongkong, 17th April, 1912.

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## Notices

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

## WEEK DAYS.

|                          |               |
|--------------------------|---------------|
| 7.00 a.m. to 8.00 a.m.   | Every 15 min. |
| 8.00 a.m. to 10.00 a.m.  | " 10 min.     |
| 10.00 a.m. to 11.00 a.m. | " 15 min.     |
| 11.30 a.m. to 12.45 p.m. | " 15 min.     |
| 12.45 p.m. to 1.15 p.m.  | " 10 min.     |
| 1.15 p.m. to 1.45 p.m.   | " 15 min.     |
| 1.45 p.m. to 2.15 p.m.   | " 10 min.     |
| 2.15 p.m. to 5.00 p.m.   | " 15 min.     |
| 5.00 p.m. to 8.10 p.m.   | " 10 min.     |

## NIGHT CARS.

|   |                   |
|---|-------------------|
| 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.20 p.m. | every 15 minutes. |
|---|-------------------|

## SUNDAYS.

|                          |               |
|--------------------------|---------------|
| 7.30 a.m.                |               |
| 8.00 a.m. to 10.30 a.m.  | every 15 min. |
| 10.30 a.m. to 11.00 a.m. | " 10 min.     |
| 11.45 a.m. to 12.00 noon | " 15 min.     |
| 12.00 noon to 1.00 p.m.  | " 10 min.     |
| 1.00 p.m. to 5.00 p.m.   | " 15 min.     |
| 5.00 p.m. to 6.00 p.m.   | " 10 min.     |
| 6.00 p.m. to 7.00 p.m.   | " 15 min.     |
| 7.00 p.m. to 8.10 p.m.   | " 10 min.     |

## NIGHT CARS as on Week Days.

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Hongkong, 18th April, 1912. [129]

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Hongkong, 23rd September, 1911. [142]

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Alexandra Buildings, 2nd Floor,  
Hongkong, 1st May 1912. [20]

## MEE CHEUNG.

ART PHOTOGRAPHER  
HONGKONG.  
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.  
Hongkong, 1st May, 1911. [146]

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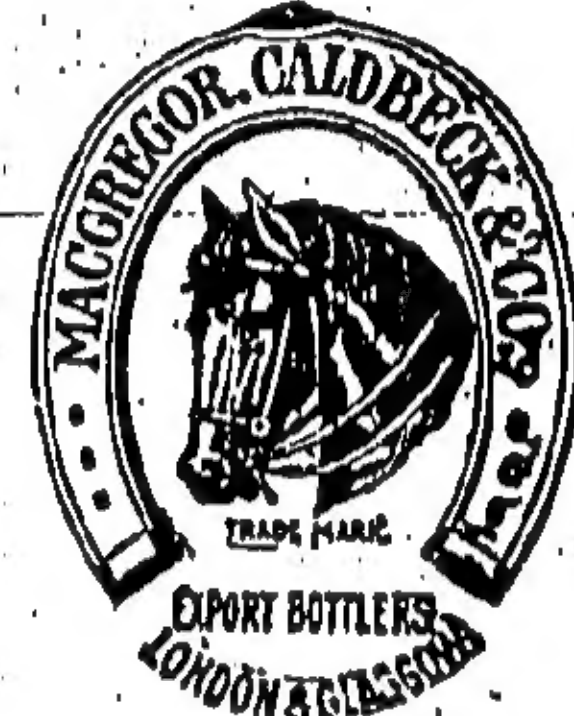
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Hongkong, 3rd May, 1912. [55-76]

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Hongkong, 25th January 1912. [146]



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Hongkong, 15th April, 1912. [204]

## OUR CONTEMPORARIES.

## WHAT THEY THINK.

## China Mail.

## Cables and Wireless.

The Associated Chambers of Commerce of Great Britain have recently been discussing the question of cables and wireless installations and to judge from the general tenor of the debate we gather that an impression is gradually gaining ground in the public mind that the future of cable systems is doomed. We are not quite of that opinion ourselves. Like Sir John Barran, the Parliamentary Secretary to the Postmaster-General, who took part in the discussion, we are of the way of thinking that the subject is still rather obscure. The principal objection to the present system of wireless telegraphy is that any station properly situated can tap the messages, thus doing away entirely with secrecy, and it is on the point of secrecy that so much depends. The experiences of the present week in connection with the loss of the Titanic also show what a considerable amount of harm amateur operators can do by intercepting messages. This evil we believe is mainly prevalent in the United States and the attention of Congress has frequently been drawn to it, especially by responsible officers of the U. S. Navy. But up to the present the Legislature has ignored these protests.

## Daily Press.

## Asiatics in Hawaii.

It is obviously only by measures aiming at the exclusion of the Asiatic that an "environment" could be created which would stop American families "leaving comfortable livings in Hawaii for the Pacific Coast." Having regard to the conditions existing when Hawaii was annexed to the United States, the creation of the desired "environment" is scarcely feasible. The more the territory is developed the larger will be the demand for labour on the plantations, and since it is vain to hope for American labour the planters, be they American or Asiatic, must depend upon the labour of the Asiatic. Hawaii, we are told, is larger than Connecticut and Rhode Island combined, and incomparably more fertile. She produces fifty million dollars worth of wealth a year, and that amount can be doubled under healthful and stimulating conditions. The natural conditions there are such as to make it entirely practicable to develop a population of five hundred thousand people of the right kind. No doubt this is true. Hawaii has been well called "the paradise of the Pacific." Its climate is ideal and the possibilities of agricultural development are afraid the American population of Hawaii will have to reconcile itself either to the growing power of control of the Asiatic in the islands, or in the alternative, to a system of Government akin to that which obtains in British Crown Colonies.

## South China Morning Post.

## Has South China no Voice?

Two Japanese publicists have returned to their native land after a sojourn in China, and their observation from a study of the trend of affairs in the north is interesting, if not prophetic. Dr. Terno asserted that the "southern government now existed in name only, all power having virtually been passed into the hands of the northern government. It was now immaterial when Yuan Shih-kai assumed the presidency or Dr. Sun Yat-sen wielded the sceptre of state." This remarkable expression of opinion will find no responsive echo of sympathy in Canton, and we are not prepared to accept his dictum without some proof on which he bases his belief. The leaders of public opinion as articulated in political movements in the south are as enlightened and as highly educated as their compatriots in the north of China, and to assert that the struggling and plotting carried on so diligently for years past by patriotic men in the south is to go for naught now that victory is achieved, is as ridiculous as to expect a goat to swallow a camel.



## DIRECTORS AND THEIR LIABILITIES, DUTIES AND POWERS.

### Foreword.

The article to-day deals with the power of directors of a trading company to borrow money for the purposes of the company and shows the imperative necessity for the directors not exceeding the borrowing powers expressly conferred upon them by the Articles of Association. It further deals with the question as to the right of directors to delegate their powers to others. They being themselves agents, cannot give discretionary powers to others to act in their stead, unless they are expressly authorised to do so by the regulations of the Company, nor can they divest themselves in favour of other persons of any of the powers conferred upon them.

(Continued from last Saturday.)

### Borrowing Powers.

It has held on many occasions, and is now unquestioned law, that a trading Company has an implied power to borrow money for the purposes of its business, if such borrowing is not expressly prohibited by the Articles of Association of the Company. But the fact that that proposition has "been confined to commercial or trading Companies goes strongly to show that a power to borrow is not implied where the body in question is other than a commercial undertaking" (Buckley J. in *re Badger, Mansell v. Cobham* (1905) 1 Ch. at p. 574). So that where the business of a Company is not that of carrying on a commercial undertaking it is necessary that it should be expressly stated in its Memorandum of Association that one of its objects is the borrowing of money. But this is not necessary in the case of a trading Company, the objects of which are expressed to be the carrying on of a commercial business, for these objects imply a power to borrow for the purposes of that business. It is nevertheless usual to set out in the Memorandum of Association of a trading Company that one of the objects is to borrow money, and to give security for the repayment of that money. And it is further usual for the Articles of Association to give express power to the directors from time to time, at their discretion, to borrow money for the purposes of the Company. But in order to enable directors to exercise a power to borrow, it is not necessary that such an express provision should be inserted in the Articles, if (as is usually the case) the powers of the Company itself are conferred upon them generally by the Articles (*Patent Fils Co. L. R. 6 Ch. 83*).

It is often advisable to expressly limit the borrowing powers of the directors, and this is generally done by providing in the Articles that the amount borrowed by them shall not at any one time exceed the amount of the capital, or of a certain proportion of the capital, of the Company. But, when it is so provided, the directors are entitled to borrow money up to that limit, notwithstanding the fact that all the capital has not been called up, and that the amount so borrowed exceeds the sum actually subscribed (*English Channel S. S. Co. v. Rolt* 17 Ch. D. 715).

Where the directors exceed the limit of their borrowing powers the company is in no way bound by their acts in this respect, and the lender would not be entitled to retain any securities of the Company delivered to him by the directors, unless the money borrowed upon such securities had been actually applied in payment of the debts and liabilities of the Company (*Blackburn Building Society v. Cunliffe* 22 Ch. D. 61, *Wentlock v. River Dee Co.* 19 Q. B. D. 155).

Although it is necessary that a person proposing to lend money to a Company, or to its directors on its behalf, should ascertain what (if any) borrowing powers are possessed (*Fountain v. Carmarthen Ry. Co. L. R. 5 Eq. 218*), it is not necessary for him to ascertain that all preliminaries have been observed which are required by the regulations of the Company to be observed before the directors can exercise their

power to borrow. "He is entitled to presume that the directors are acting lawfully in what they do" (*Fountain's case* at p. 222), unless the lender is himself a director of the Company, in which case "the well-known authorities which make it unnecessary to see whether the internal regulations of a Company have been observed or not do not apply" (*Howard v. Patent Ivory Manufg. Co.* 38 Ch. D. at p. 170). Nor is a lender bound to enquire into the purpose for which the money is intended to be applied. The misapplication of it by the directors does not avoid the loan, unless it can be proved that the lender knew that it was intended to be misapplied (*Young v. David Payne & Co.* (1904) 2 Ch. 608).

If the Company has itself power to borrow money in excess of the powers in that behalf conferred upon the directors, the acts of the directors in excess of their authority may be ratified by the Company, and rendered binding (*Terre v. Union Bank of Australia* 2 A. C. 360). The directors are themselves personally liable to the lender for the repayment to him, with interest, of money borrowed by them, ostensibly on behalf of the Company, but in excess of their powers. By so borrowing they are guilty of a breach of warranty that they possess the required authority (*Wicks v. Property L. R. 8 G. p. 427*, *Pirbright's Executors v. Humphreys* 18 Q. B. D. 54).

### Delegation of Powers.

Directors, being themselves agents for the Company, the well known maxim *delegatus non potest delegare* applies to them; and they are therefore, unable to delegate their powers to others unless expressly authorised to do so by the Articles of Association, or by the Company in General Meeting (*Cobbe v. Beebe* 6 Q. B. 536, *Howard's Case* L. R. Ch. 561). But, inasmuch as it is frequently very necessary that authority should be given to directors to delegate their powers to other (especially when the business of the Company is principally carried on in some part of the world other than that in which the directors reside) it is usual, by the Articles of Association, to confer authority on the directors to delegate certain or all of their powers. The authority to so delegate is, of course, invariably confined to such powers as are expressly conferred upon the directors themselves by the Articles of Association; and therefore it is necessary for the Company to give further express authority to delegate in a case where the directors are authorised to do something beyond that which they expressly empowered to do by the Articles, and which it is difficult or impossible for themselves to do personally. The great majority of Companies carry on business in the same place where the directors reside, and it is therefore generally provided by the Articles of Association (as it provided in Table A) that the directors may delegate any of their powers only to a member or members of their own body. Where it is so provided the outside public are entitled to presume that delegated authority has been given to the one director who purports to deal with them on behalf of the Company (*Totterdell v. Farnham Brick Co. R. L. C. p. 874*, *Bygonia v. Rowatt's Wharf Ltd.* (1896) 2 Ch. 931 "Persons dealing with Companies are bound to look at what one may call the 'outside position' of the Company—that is to say, they must see that the acts which the Company is purporting to do are acts 'within the general authority of the Company', but they are not bound to ascertain whether the internal regulations of the company have been followed (*County of Gloucester Bank v. Rutley Merthyr Co.* (1896) 1 Ch. 629). They cannot, however, be allowed to assume in all cases that what is done is authorised by the Company, merely because the person doing it might possibly have been authorised to do it by a delegation to him of the power of the directors. Thus, where the Articles of Association of a Company authorised the directors to delegate their powers to any member of their body, and one of its objects was the drawing, accepting, &c., of bills of exchange, the acceptance of a bill

of exchange by one of the directors in the name of the Company was held not to render the Company liable, the director not having acted "under the authority of the Company" within the meaning of Section 47 of the Act of 1862 (*Premier Industrial Bank v. Carlsen Co.* (1909) 1 K. B. 100). Where the Articles of Association provide that the conduct of the business of the Company is to be vested exclusively in the directors, the latter cannot lawfully enter into an agreement with the manager of a department that he, and he alone, shall have power to manage the business of his particular department, without being interfered with by the directors, for this would amount to a substantial parting with the control of the business expressly vested in the directors (*Horn v. Faulder & Co.* 99 L. T. 524).

A mere delegation of any of their powers by directors to a manager would be intra vires, if authorised by the Articles, for delegation does not imply a denudation of power and authority (*Huth v. Clarke* 25 Q. B. D. 391).

In the case cited of *Horn v. Faulder* it was questioned by the learned Judge who decided it whether the directors could divest themselves of the control of part of the business even if their so doing were sanctioned by a majority of the Company, so long as the Articles stood as they existed. From this it might be contended that where the powers of directors, as regards delegation and otherwise, are limited by the Articles of Association, even a majority of the members cannot extend those powers, unless and until the Articles are themselves altered to enable this being done. But so long as the objects of the Company permit of the proposed extension, it is submitted that a majority of members sufficient to pass a special resolution could give the required authority—e.g. if one of the objects stated in the Memorandum of Association of a Company were to sell its whole undertaking to another Company, for shares or otherwise, a majority of members could authorise the directors to negotiate and to enter into a contract for such sale, and to delegate the authority so given to them; and this, although a minority might be prejudiced by the terms of the sale. (See *Wall v. London & Northern Assets Co.* (1898) 2 Ch. 409). In any case, although the directors might exceed their powers in entering into a contract, by themselves, or by their agent, for the sale of the undertaking of the Company, their act in so doing may be ratified by the Company, and the sale properly carried out under Section 185 of the Ordinance (Section 192 of the Act of 1908), if a special resolution for the purpose be passed (*Clinch v. Financial Corp.* L. R. 4 Ch. 117).

And even where directors have acted entirely beyond the powers conferred on them by, and in direct violation of, the Articles of Association, it has been held in the case of *Phosphate of Lime Co. v. Green* L. R. 7 C. P. 43, that what they have done may be ratified by the mere acquiescence of the shareholders, without any special resolution being passed. "It was further held in that case that it is not at all necessary to prove the acquiescence of each individual shareholder, but it is sufficient to show that what was done came to the knowledge of all who chose to enquire, and who had the opportunity and means of enquiring. 'The fact' that they did not choose to enquire is strong evidence that 'they were satisfied to adopt the acts of the directors at all events and under whatever circumstances, and to take the benefit of the arrangement made by them in any form they thought proper' (Willis J. at p. 58).

It was similarly held by the House of Lords in the earlier case of *Evans v. Smallcombe* L. R. 3 H. L. 249, in which Lord Cairns L. C. said: "If by 'acquiescence' is meant a course of conduct 'which amounts to active and intelligent consent, I think it very likely that many of these shareholders could not be held to have actively or intelligently consented to what was going on. But what I think is the

real question to be looked at in any case of this kind is this:—Had the shareholders notice of 'the way in which the affairs of the Company were being conducted, and its property was being managed. . . . If they had that notice and if they were content not to oppose those acts which they knew were every day being done, then I think they are deemed in point of equity to be coming forward at a later period for the purpose of undoing what had been done.'"

But in order that the shareholders' acquiescence should render valid the unauthorised acts of directors, the notice of such acts should be clear and unmistakable. It is, for instance, not sufficient for an item to appear in the annual balance sheet of some unauthorised payment, or investment, unless its appearance is calculated to attract the attention of shareholders using ordinary care (*Mazzetti's case* 42 L. T. 200). But if it is so calculated to attract attention, and the shareholders do not choose to take any notice of it, and to raise objection within a reasonable time, it will be difficult for them later on to impeach the transaction, for they may be assumed to have approved of it. It must be borne in mind, however, that it has been held that "it is no part of the duty of a shareholder to look into the management of the business. He has a right to leave the management in the hands of those to whom he has confided it, and to assume that they are doing their duty. It is not enough to show that they might have become acquainted with the mismanagement of their affairs. 'It must be shown that they did so' (Lord Cranworth L.C. in *Stanhope's case* L. R. 1 Ch. at p. 170). It may nevertheless be shown if clear notice has been given to every shareholder of precisely what has been done, and if each has impliedly assented thereto by his omission to raise objections.

An act done by the directors or by any person to whom they have delegated authority, cannot be rendered valid by the express or implied ratification of every individual shareholder, if it is an act contrary to the provisions of a statute, or beyond the powers of the Company itself. (*Ashbury Co. v. Riche* L. R. 7 H. L. 693).

### SHORT SERMON.

The Kingdom of God is at hand.—Matthew, iv, 17.

"When I say in the Lord's Prayer, 'Thy Kingdom come,' does it mean that I am asking for this world to end?" said a young girl to the writer not long ago. "If it does, I should not say it, because I do not want this world to end,—at least before I die."

So sincere was the query, and so indicative of a wonder not illogical to youth, that it deserves more than a private answer. So, to the reader as to the youthful seeker, is offered a part of one of the best sermons ever preached on this subject,—a sermon on "The Kingdom of God" by Edward Everett Hale. After saying "when the Christian church falls back on the foundation truths, God can reign in this world," the great preacher gives a simple and forceful picture of what "the kingdom of God" in this world might be like,—a picture based on what he knew to have been accomplished in certain places.

"I know a town where the watchfulness over every child born into it is so absolute, that literally not one child escapes the luxury of an education. The official watch for each child of God as for hidden treasure indeed. And literally every child who breathes God's air is sure at least of intellectual culture, such as in other lands prophets and saints have longed for, and have waited for, and have died without

the sight. Now it is quite within the power of the Christian men and women of any town so to arrange its methods of public education as to achieve that victory, when they so determine.

"I know a town where the simple health regulations are so well enforced that the average age of man, if the experience of many recent years is to be taken, is sixty-seven years,—well nigh the mark of three score and ten indicated by Moses nearly forty centuries ago. So many tears which have never flowed! so many little graves which were never opened and never closed! Now it is quite in the power of the Christian men and women of any town to enforce God's reign and law in the mere matter of health so as to achieve such a triumph as that, when they so determine.

"I know a county in New England, as so do you, where no person is imprisoned in the House of Correction. Its neat, white-washed cells are empty, thank God. The plates and cups and saucers in its pantry are never taken from the shelves. The useless bolts rust in their rusting staples."

And in answering the inevitable question, "How can such conditions be brought about?" Dr. Hale in this same sermon suggests the following programme:—"To begin with, we have to see that this village is as healthy as those happy hamlets on the Cordilleras."

"We mean to have it as lovely as the villages on Lake Como; 'We mean to have its morals and manners as pure as if it were the home of Oberlin; 'For children born apt for art, there shall be advantages as genuine, though they be not as large, as at Milan or Florence; 'For whatever other range of learning, our schools and libraries shall be such as Horace Mann and Robert Owen never dreamed of; 'For the search after truth, we mean that these people shall be as eager as the noble Jews of Berea; 'Life shall be simple here as if we lived in the islands of the blessed; 'And we believe there will come to us a happiness, because we do not seek it,—such as men sought for and did not find among the Lotus-eaters and in Sybaris. 'Once offer a programme like that, for the duty of a staff-officer in bringing in the Reign of God, and our young women of life, and our young men of courage, will hear you gladly,—will enlist, and put their shoulders to the wheel."

"For the search after truth, we mean that these people shall be as eager as the noble Jews of Berea; 'Life shall be simple here as if we lived in the islands of the blessed; 'And we believe there will come to us a happiness, because we do not seek it,—such as men sought for and did not find among the Lotus-eaters and in Sybaris. 'Once offer a programme like that, for the duty of a staff-officer in bringing in the Reign of God, and our young women of life, and our young men of courage, will hear you gladly,—will enlist, and put their shoulders to the wheel."

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"HONGKONG TELEGRAPH."

DEATH.

RIBEIRO.—Died this morning 4.15, at his residence No. 4,  
Chancery Lane, Alfredo Jorge Ribeiro. Funeral will pass  
the monument on Sunday, about 12.15 p.m. [317]The object of this paper is to publish correct information, to serve the truth,  
and print the news without fear or favour.

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## The Hongkong Telegraph.

HONGKONG, SATURDAY, APRIL 20, 1912.

## AFTERTHOUGHTS ON THE DISASTER.

Out of the welter of cables dealing with the Titanic disaster emerge no facts which are really helpful in establishing the cause of the disaster. But the statement by a committee of survivors on board the Carpathia is interesting if only because it is a temperate and well-considered account of what they saw. It is a moving story, too; and the word-picture of the giant liner, standing black and enormous on the star-reflecting water, with every port-hole blazing, and the greedy and treacherous sea gnawing fiercely at her vitals, is one that will not readily fade from the memory. One of the survivors states that the passengers knew before the end that the accident was serious; and it is a matter for pride that they faced the fact bravely and went with a high courage to the graves of the sea—those graves which in Swinburne's apostrophe to the sea, are described as

"Wrought without hand in a world without pain."

The accounts are divergent in respect that some affirm, while others deny, that there was panic and wild confusion on board. Only a minority, it would appear, claim that there was disorder, and probably both statements are reasonably correct. No one passenger can speak with authority of what took place outside the section of the ship immediately under his observation; and it may be taken that in some part of the ship there has been momentary alarm, which excited passengers who witnessed it have perhaps magnified a little. It takes a man with an unusually sane and well-balanced mind to grasp, fairly and accurately, what is happening around him in these moments of awful import. On the whole, then, it is definitely established that the best traditions of British seamanship have been maintained. Officers and men went to their doom gallantly and with magnificent spirit, and those officers who were saved, by reason of taking charge of the lifeboats, had practically to be forced into them. Grief for brave men dead is assuaged, in some degree, by admiration for their courage and devotion in face of death.

It is clear now, as we hinted the other day might prove to be the case, that implicit faith in the ship's alleged unsinkableness prevented many passengers from taking advantage of the lifeboats. Mr. Sydney Buxton states that there was boat accommodation for 1,178; and only 750 have been saved. But boat accommodation for 1,200 people is not nearly sufficient in a vessel certified to carry 2,500 souls. It means that, in the event of a collision of a really serious nature, over 2,000 passengers are deliberately doomed to death when the ship is full. The Board of Trade regulations on this point will be dealt with now, we may be sure. But it is a grim commentary on the Board of Trade's care for seamen that it takes a loss of 1,500 lives to rouse it to the need for taking action for which many have called in vain for years.

## DAY BY DAY.

Liberty is a blessing that must  
be earned before it can be en-  
joyed.

## Smartly Punished.

This morning, at the Magistrate's Court, two men were each fined \$500 or in the alternative three months' hard labour, for endeavouring to export 105 tins of opium on the Prince Waldemar, without an export permit.

## Theft from "Prince Waldemar."

A Chinese was sentenced to six weeks' imprisonment with hard labour, at the Magistrate's Court, this morning, for stealing an iron shackles from the Prince Waldemar.

## An Ugly Fall.

Whilst alighting from a car near Murray Barracks yesterday a Chinese fell and was so seriously injured that he had to be removed to the hospital.

## The Dead Children.

The dead body of a child was removed from the steam launch "Tai Hing" yesterday. It is believed the child was an intended passenger. The body of another child was found on the rocks near Pottinger Battery yesterday. Death was due to fever.

## Opium Divan Raided.

An opium divan in Wellington Street was raided by the police last night and twenty-seven men arrested. Pipes and opium in abundance were found.

## Parents Warned.

A number of children appeared before Mr. Irving at the Magistrate's Court this morning, charged with hawking in the streets. The Magistrate in dismissing them cautioned the parents that if it occurred again they would be severely dealt with. "It is worse for three children to do the hawking than to do it yourselves," he added.

## Boy's Alleged Theft.

A Chinese boy was charged before Mr. Irving, this morning, with stealing \$2 from the pocket of an old Chinese whilst he was making some purchases at a shop door. Prisoner was discharged.

## Twelve Strokes.

At the Magistrate's Court this morning a boy aged twelve years was ordered to receive twelve strokes of the birch, by Mr. Irving, for stealing an ear-pick from a woman, last night, on the Praya East. Inspector D. McHardy prosecuted.

## Cricket.

The Chinese Recreation Club will play a friendly tennis match with the Civil Service Cricket Club on the ground of the former Club to-morrow commencing at 3.30 p.m.

## A Black Anniversary.

Thursday was the sixth anniversary of the great earthquake in San Francisco, followed by fire, which caused a loss of 1500 lives and property to the value of sixty million sterling.

## A Tokyo Problem.

From Russian advices it appears that complications have arisen in connection with the appointment of a successor in Tokyo to the late Archbishop Nicolai. It is stated that at the present time the Russian Greek Church in Japan is not at all in a strong position financially, and that the Holy Synod has not its disposal extra funds which would enable it to support the mission at its own expense. Moreover, subscriptions during the last two years are said to have fallen off considerably. At one of the next sittings of the Synod the question of finding means for the continued existence of the mission will be considered.

## C. P. R. Contracts.

The Canadian Pacific Railway has let contracts to the amount of \$10,000,000 for the construction of a new line from Toronto through Eastern Ontario to Smith's Falls, where it will connect with the main line to Ottawa and Montreal. The new line runs along the shore of Lake Ontario parallel to the Grand Trunk and Canadian Northern lines. The road is to be finished early in 1914, and will give the Canadian Pacific a double track between Toronto and Montreal.

## Shallow-draught Steamers.

It is understood, according to the "Naval and Military Record," that the two shallow-draught steamers "Kingfisher" and "Hail" for service in China have been ordered from Messrs. Yarrow & Co., Scotstoun.

## HONGKONG'S NEW CHIEF JUSTICE.

THE HON. MR. W. REES DAVIES, K.C. APPOINTED.



The Hon. Mr. William Rees Davies, K.C., has been appointed Chief Justice of Hongkong. The forecast of this appointment made exclusively in the "Telegraph" of Wednesday last, is fully borne out by the following letter:—

Colonial Secretary's Office, Hongkong, 10th April, 1912.  
Dear Sir,—You will be interested to know that His Majesty the King has approved the appointment of Hon. William Rees Davies, K.C., to be Chief Justice of Hongkong on the retirement of Sir Francis T. Piggott, Kt., with effect from 1st May next.—Yours faithfully,

R. CROFTON.

We desire to associate ourselves with the general congratulations to the new Chief Justice whose appointment is a most popular one.

## SKETCH OF HIS CAREER.

Mr. William Rees Davies was born in 1803 and is the eldest son of the late Sir William Davies who was for many years M. P. for Pembroke and a Justice of the Peace and Deputy Lieutenant for that County. He was educated at Eton and Trinity Hall, Cambridge where he took the B. A. degree in 1835. He studied in the Chambers in the Temple of Mr. William Graham, then standing counsel for the "Times" newspaper and one of the most prominent junior barristers on the Common Law Side at that time; and he was called to the bar at the Inner Temple in 1837. He joined the South Wales Circuit and for some years he was engaged as Counsel for the Treasury in important criminal cases on that Circuit.

In 1802 on the retirement of his father Mr. Rees Davies was returned to Parliament for his native county of Pembroke by a majority of eleven hundred votes after a stiffly contested election, his opponent being Sir Charles Phillips, who on three previous occasions had unsuccessfully attempted to wrest the seat from his father. In the general election of 1895 he was again returned

by a large majority. Throughout his career in the House of Commons, in which he frequently took part in debate, he acted in conjunction with Mr. Lewis Harcourt the present Secretary of State for the Colonies, as Private Secretary to the late Sir William Harcourt, who from 1892 to 1895 was Chancellor of the Exchequer and succeeded Mr. Gladstone as leader of the House of Commons when Lord Rosebery became Prime Minister. In 1898 Mr. Rees Davies was appointed, on the recommendation of Mr. Chamberlain, Attorney General of the Bahamas Islands, where he enjoyed a large private practice and acted for a time as Chief Justice.

In 1902 he was promoted on the recommendation of Mr. Lytton to be King's advocate in Cyprus, an island of great antiquarian interest which is mainly subject to Turkish law, and where owing to the mixed population of Turks and Greeks justice is administered by mixed tribunals of English, Turkish and Greek Judges. In 1907 he was appointed Attorney-General of Hongkong and shortly after his arrival he conducted the prosecution of the notorious criminal Adsett, who was condemned to death and executed for the murder of an unfortunate American woman in one of the chief Hotels in the Colony.

Mr. Rees Davies who was appointed a King's Counsel in 1908 has already acted as Chief Justice for a period of eight months during the absence on leave of Sir Francis Piggott in 1909 and 1910, and he then tried amongst other important cases the record action of Li Chek Hung v. Li Shek Pang which occupied the court no less than 54 days in hearing and in which all the counsel in the Colony were concerned. He is a Justice of the Peace and Deputy Lieutenant for Pembroke and in the latter capacity he attended last year the installation of H.R.H. The Prince of Wales at Carnarvon. He is also a magistrate for Haverfordwest.

A century ago there were in all Europe only twenty-two cities with more than one hundred thousand inhabitants.

Three Leipzig couples have undertaken to walk around the globe, living only on fruit and nuts during the journey.

## LEAVING FOR HOME.

MR. AND MRS. TOOKER OFF  
TO-DAY.

## Public Official's Good Work.

Mr. and Mrs. H. P. Tooker leave Hongkong to-day, on the P. M. S. Empress of India.

Many public officials come and go, leaving impressions good or moderate, but achievement has proved that Mr. H. P. Tooker, late of the Public Works Department, was an acquisition to the Colony and during the dark days of the plague a blessing to the people of Hongkong.

## Sketch of His Career.

Mr. Tooker arrived in Hongkong in 1890 and was employed in the P.W.D. as an assistant engineer. At the time there was a good deal of work going on through the devastating storm of 1890. On several occasions he rendered valuable assistance in the erection of works which stand to-day a credit to the authorities and to the public generally. In 1894 he was appointed acting Director of Public Works through the illness of the chief. This was the plague year and the fearlessness shown by Mr. Tooker in carrying out the onerous duties which devolved upon him won for him the esteem of the people here and the acknowledgment of the Authorities at Home. At the conclusion of the plague the Imperial Government sent along a silver inkstand, suitably inscribed, with a request to the Governor of the Colony to present the same to Mr. Tooker as manifestation of the appreciation of the Imperial Government. He also received a letter from the Secretary of State thanking him for his good work. Last year Mr. Tooker was appointed second Assistant Director of Public Works.

## Manifestations of Esteem.

During the past week Mr. Tooker has hardly had a moment to call his own through the many invitations he received from his numerous friends. He was presented by the members of the Royal Hongkong Yacht Club with a silver salver, and among the dinner parties given in his honour was one at Government House last night and one by the members of the staff of the P.W.D. on Wednesday at the Hongkong Hotel. There were twenty-three members of the staff present. The Hon. Mr. W. Chatham, C.M.G., Director of Public Works, presided. Mr. A. Churchill occupied the vice-chair.

The toast of the evening was the guest. It was proposed by the Chairman, and received with considerable enthusiasm. Mr. Tooker suitably replied, and expressed his regret at severing his connection with his colleagues in the department.

## Presentation to Mrs. Tooker.

Mrs. Tooker was not forgotten, and her many friends with whom she enjoyed great popularity, presented her with a pair of Zeiss glasses and a beautiful pendant, studded with diamonds, purchased from Messrs. Falconer's.

The presentation took place on Monday evening at "Magazine Gap," the residence of Mrs. Scott Harrison, where a large party was entertained to tea. Mrs. Tooker expressed herself highly delighted with the kind gifts.

Mr. and Mrs. Tooker propose staying in British Columbia along with friends for about four months. They will then proceed via the Rockies to the East coast of the American continent and across the Atlantic, Home.

## The North of Ireland is where

Mr. and Mrs. Tooker propose taking up their residence, and it is the wish of all who knew them that they will live long to enjoy the bracing breezes from Australia's fine coast.

## "Near and Far"

An exhibition of water-colours "Near and Far," extending from England to France and Spain, and on to China and Japan, by T. Hodgson Liddell, R.B.A., is being held at Walker's Galleries, New Bond-st. There are some exquisite pieces of colouring amongst the near selection, whilst scenes of Shanghai-kwan, Canton, and the Piece Goods Temple at Shanghai recall the life and colouring peculiar to the places. There is also a pretty view of a fishing place at Chusenzai that will appeal to many.

## NOTES AND

## COMMENTS.

## The New Chief Justice.

The appointment of the Hon. Mr. W. Rees Davies, K.C., to the premier position on the judicial bench will come as no surprise to many in Hongkong, for the possibility of his succession to Sir Francis Piggott was mooted in legal circles as soon as the retirement of the present Chief Justice came within reasonable proximity. If we may judge from general conversation the promotion of Mr. Rees Davies will prove most popular as he has at all times maintained the dignity both of his office and of the profession in which he has so greatly succeeded. A sketch of his career appears in another column and nothing more need be said here than to join in the general congratulations to Mr. Rees Davies upon his deserved success.

## A Tramcar Incident.

A member of the staff hands us the following notes:—"Naturally in a city of well over a quarter of a million souls there are many matters that require immediate rectifying but one of the first should be some sort of readjustment in the seating of public conveyances. The remark is occasioned by the fact that the writer saw a European lady forced to stand in a first class compartment on a tramcar, the vehicle being filled with Chinese. There was only one other European in the car—a young girl. The rest were strong, stalwart Chinese, who lay back puffing their cigars with an air of complacency that seems to be the sole copyright of the satisfied Easterner. It was not merely the fact that the lady had to stand on a warm day that calls for remark but that she had to stand because Chinese occupied the seats and did not care to relinquish them to a foreign lady.

## A Common Occurrence.

"This is not the first case of the sort. It is becoming only too common and an instance rather worse recently came to my notice. A lady, obviously unwell, was standing in a car filled with Chinese, and she managed to scrow up enough courage to address a Chinese in his own language and asked him to let her have his seat. His reply was decidedly in the negative and she had to stand the whole way. While everyone has a right to the seat for which he or she has paid the claims of womenfolk to ordinary courtesy should be upheld and in order to secure for English women the treatment they expect and obtain at Home, some steps should be taken." There is a good deal in the complaint made by the member of our staff, though it is only fair to the Chinese to say that we have seen ladies at Home—often more than twice—who have been similarly treated. There are discourteous people everywhere.

## In Quest of Tiger.

Mr. R. C. Andrews, Assistant Curator of the American Museum of Natural History, arrived at Hongkong, North Hamk yong-do, Chosen, on April 7. He is accompanied by a Japanese interpreter and some Corans. On the following day he and his party left for Mosan on a tiger hunt. It is expected that he will spend about two months in hunting around Mosan and Mt. Paiktu. During his sojourn in the peninsula Mr. Andrews intends to collect fauna for the Museum with which he is connected.







## Shipping

CANADIAN PACIFIC RAILWAY  
COMPANY'S.  
ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11  
"Monteagle" ... June 1  
"E. of Ireland" ... Fri. May 17  
"Allan Line" ... June 7  
"E. of Britain" ... June 28.

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Poddar Street and Fraya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On  
SHANGHAI ..... HANGSANG ..... Saturday, 21st April, 11 a.m.  
CHINWANTAO ..... HANGSANG ..... Monday, 22nd April, 2 p.m.  
SHANGHAI, KOBE & YOKOHAMA ..... KUTSANG ..... Tuesday, 23rd April, Noon.  
TIENSIN via WU ..... CHEONGSHING ..... Wednesday, 24th April, Noon.  
SHANGHAI ..... KWONGSANG ..... Thursday, 25th April, Noon.  
SINGAPORE, PENANG & CALUTTA ..... NAMSANG ..... Saturday, 27th April, Noon.  
MANILA ..... LOONGSANG ..... Saturday, 27th April, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).  
The steamers "Kut-ang," "Namsang" and "Kongsang" leave about every 3 weeks for Shanghai and, returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, via Chingwantao.

Taking Cargo on Through Bills of Lading to Kaiti, Labad, Davao, Singapore, Tawau, Uman, Jember, and Labuan.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.  
Hongkong, 15th April, 1912.

"SHIRE" LINE OF  
STEAMERS, LD.PROJECTED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

For Steamship DATE OF DEPARTURE  
LONDON ROTTERDAM & ANTWERP ..... FLINTSHIRE ..... About 15th May.  
SHANGHAI, KOBE & YOKOHAMA ..... MONMOUTHSHIRE ..... 1st June.  
LONDON & ANTWERP ..... DENBIGHSHIRE ..... 15th June.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

Hongkong, 15th April, 1912.

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.  
HONGKONG-CANTON LINE.  
HONGKONG TO CANTON CANTON TO HONGKONG.  
SATURDAY, 20th APRIL.  
10.00 p.m. "KINSHAN."  
5.00 p.m. "HEUNGSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1661 S.S. "SUI AN" Tons 1651

## HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

## EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., &amp; Fri., at 9 P.M. Departures from Canton to Macao on Tues., Thurs., &amp; Satur., at 4.30 P.M.

## JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 582 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct steamer "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.  
HOTEL MANSION (FIRST FLOOR),  
Opposite the Blake Pier.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| Destinations.   | Steamers.   | Sailing Dates.  |
|---|---|---|
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID | *ATSUTA MARU, Capt. J. Nagao, T. 9,000<br>HITACHI MARU, Capt. T. Yamawaki, T. 7,000 | WEDNESDAY, 24th April, Daylight.<br>WEDNESDAY, 9th May, at Daylight |
| ICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, ORI, & YOKOHAMA   | *AWA MARU, Capt. I. Shimizu, T. 7,000<br>SADO MARU, Capt. N. Teranaka, T. 7,000     | TUESDAY, 23rd April, at Noon.<br>TUESDAY, 7th May, at Noon.         |
| SYDNEY & MELBOURNE via MANILA, TRINIDAD, ISLAND, TOWNVILLE and BRISBANE       | *YAWATA MARU, Capt. T. Sekine, T. 5,000<br>NIKKO MARU, Capt. M. Yagi, T. 6,500      | WEDNESDAY, 10th May, Noon.<br>FRIDAY, 7th June, at Noon.            |
| BOMBAY via SINGAPORE and COLOMBO  | *TOSA MARU, Capt. T. Sato, T. 7,000   | MONDAY, 29th April.   |
| SHANGHAI, MOJI & KOBÉ   | *CEYLON MARU, Capt. Y. Tozawa, T. 5,000<br>KITANO MARU, Capt. E. E. Cope, T. 9,000  | WEDNESDAY, 24th April.<br>THURSDAY, 25th April.                     |
| KOBÉ & YOKOHAMA   | *NIKKO MARU, Capt. M. Yagi, T. 6,000  | WEDNESDAY, 8th May, at Noon.  |

1 Cargo only.  
2 Fitted with new system of wireless telegraphy.  
3 Calling at Rotterdam after Antwerp.

## CALCUTTA LINE.

|                             |  |   |
|-----------------------------|--|---|
| SINGAPORE, PENANG, & C.A.L. | JINSEN MARU, Capt. M. Machida, T. 4,000<br>TOTOMI MARU, Capt. A. Mochi, T. 4,000 | SATURDAY, April 20th.<br>SATURDAY, May 4th. |
|-----------------------------|--|---|

## 1912 PASSENGER SEASON 1912

## FOR EUROPE.

| Steamer       | Tons  | Captain     | From Hongkong |
|---------------|-------|-------------|---------------|
| ATSUTA MARU   | 9,000 | J. Nagao    | April 24th.   |
| HITACHI MARU  | 7,000 | T. Yamawaki | May 8th.      |
| MIYASAKI MARU | 9,000 | T. Mami     | May 22nd.     |
| KITANO MARU   | 9,000 | F. E. Cope  | June 5th.     |

## FOR SEATTLE.

| Steamer    | Tons  | Captain     | From Hongkong |
|------------|-------|-------------|---------------|
| AWA MARU   | 7,200 | R. Shimizu  | April 28th.   |
| SADO MARU  | 7,000 | K. Asakawa  | May 7th.      |
| INABA MARU | 7,000 | S. Tomimaga | May 21st.     |

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
Manager.CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                                  | STEAMERS.        | To Sail.            |
|--------------------------------------|------------------|---------------------|
| SHANGHAI                             | "LINAN" .....    | 20th April M'night. |
| MANILA, ZAMBOANGA & AUSTRALIAN PORTS | "CHANGSHA" ..... | 22nd " 4 P.M.       |
| MANILA, CEBU & ILOILO                | "KAIFONG" .....  | 23rd " 4 P.M.       |
| SHANGHAI                             | "CHINHUA" .....  | 24th " 4 P.M.       |
| WEIHAIWEI & TIENSIN                  | "HUICHOW" .....  | 25th " 4 P.M.       |
| TSINGTAU, CHEFOO & NEWCHANG          | "KIUKIANG" ..... | 26th " 4 P.M.       |
| SHANGHAI                             | "ANHUI" .....    | 27th " M'night.     |

DIRECT SAILING TO WEST RIVER. Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Two "class" Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Okama, Linan, Okama) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers had passengers in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Tel. No. 38.  
Hongkong, 19th April, 1912.

## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:  
HOMEWARD.

## OUTWARD.

For Shanghai, Kobe &amp; Yokohama:

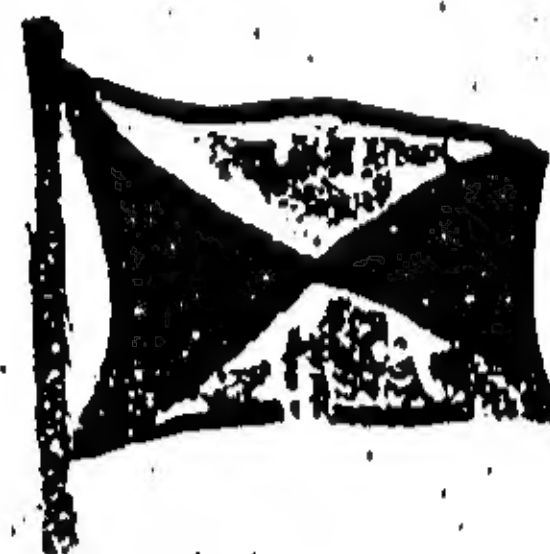
S.S. SITHONIA ... 24th April

" ANDALUSIA ... 1st May.

" BAYERN ... 8th May.

For Further Particulars, apply to—

For Rotterdam, Hamburg & Antwerp:  
S.S. O. J. D. ALLERS ... 4th May.  
For Marseilles, Havre & Hamburg:  
S.S. SACHSEN ... 6th May.  
For Havre, Bremen & Hamburg:  
S.S. C. F. LAEISZ ... 12th May.  
For Marseilles, Havre & Hamburg:  
S.S. SITHONIA ... 30th May.  
For Rotterdam, Hamburg & Antwerp:  
S.S. ARCADIA ... 31st May.

Hamburg-Amerika Linie,  
Hongkong Office.HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

| Steamship. | Tons. | Captain.      | For                                | Sailing Date.                |
|------------|-------|---------------|------------------------------------|------------------------------|
| ZAFIRO     | 4000  | M. C. Smith.  | Manila, Mangarin, Iloilo and Cebu. | SATURDAY, 20th April, 4 P.M. |
| RUBI       | 4000  | S. A. Olesby. | Manila, Mangarin, Iloilo and Cebu. | TUESDAY, 30th April, 4 P.M.  |

For Freight or Passage apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS

Hongkong 10th April, 1912.

JAVA-CHINA-JAPAN  
LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

| Steamer    | From     | Expected on or about | For      | Will leave on or about |
|------------|----------|----------------------|----------|------------------------|
| Tjibodas   | SHANGHAI | —                    | JAVA     | 2nd half April.        |
| Tjilawong  | JAPAN    | 2nd half April.      | JAVA     | 2nd half April.        |
| Tjilatjap  | SHANGHAI | 2nd half April.      | JAVA     | 2nd half April.        |
| Tjimali    | JAVA     | 2nd half April.      | SHANGHAI | 1st half May.          |
| Tjimanoeck | JAPAN    | 1st half May.        | JAVA     | 1st half May.          |
| Tjipanas   | JAVA     | 1st half May.        | JAPAN    | 1st half May.          |
| Tjikini    | JAVA     | 1st half May.        | SHANGHAI | 2nd half May.          |
| Tjitaroom  | JAVA     | 2nd half May.        | JAPAN    | 2nd half May.          |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
Telephone No. 375 York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.  
PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

| Steamer            | Tons   | Captain       | Date of sailing  |
|--------------------|--------|---------------|------------------|
| S.S. "Chiyo Maru"  | 21,000 | W. W. Green   | May 7th, Noon.   |
| S.S. "Nippon Maru" | 11,000 | A. G. Stevens | May 28th, Noon.  |
| S.S. "Tenyo Maru"  | 21,000 | E. Bent       | June 4th, Noon.  |
| S.S. "Shiyo Maru"  | 21,000 | H. S. Smith   | June 25th, Noon. |

These steamers are equipped with Turbine Engines and Triple Sorews. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

INTERMEDIATE SERVICE.  
The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

## SOUTH AMERICAN LINE

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).

| Steamer       | Tons   | Date of Sailing         |
|---------------|--------|-------------------------|
| Hongkong Maru | 11,000 | Friday, June 7, Noon    |
| Kiyo Maru     | 17,500 | Saturday, Aug. 6, Noon  |
| Buyo Maru     | 10,500 | Friday, October 4, Noon |

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, Agent  
(KING'S BUILDING Opposite Blake Pier)

THE CHINA PROVIDENT  
LOAN AND MORTGAGE  
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property  
&c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN TOMES & Co.,  
General Managers.

Hongkong, 19th March, 1912.

## FOR SALE

## BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH."

## LOG BOOK.

## Speeding up New Destroyers.

Although the average period allowed for the building of destroyers is eighteen months, the First Lord of the Admiralty had to admit recently that only eight of the twenty boats in the 1910-11 programme have been delivered. This is not a satisfactory record for a Power which holds pride of place for quickness of construction of armoured ships, as has been demonstrated in recent Parliamentary returns. The belated completion of British destroyers stands out in marked contrast to the progress with corresponding craft in the German Navy, the whole of the twelve German destroyers of the 1910-11 programme having been commissioned and completed their trials by the end of 1911. Happily there is evidence of a speeding up in the construction of British torpedo craft, and an earnest of the First Lord's intention to make up leeway is seen in the unusual, but judicious step which has been taken of inviting tenders for the twenty destroyers to be built under the 1912-13 programme, thus enabling their construction to be facilitated.

In gun armament (three 4in.) size (1,100 tons) and radius of action, the new boats will be approximately 50 per cent. stronger and more robust than the Acherons and Acornas, while in effective torpedo power the ratio of improvement will be about 100 per cent., two double 21in. tubes being fitted as against two single 21in. tubos in all recent types. The action taken by the Admiralty in prematurely inviting tenders for the next group of destroyers, coupled with the improved characteristics will, provided their completion is not retarded, give Britain in time a better margin of superiority in torpedo craft than is represented by the pregnant fact that in the past four years we have completed for service only 76 units compared with Germany's 48. This advantage, considering the potential power of the destroyer, cannot be regarded as equal to Britain's needs.

## Naval Progress in Japan.

Although the straitened finances of Japan have not enabled her to develop her shipyards, or build warships, as fast as she had hoped at the close of the war with Russia, yet during last year the total shipbuilding programme, including both merchant and warships, showed an enormous increase over that of previous years. A grand total of about 81,000 tons was launched from national and private yards, divided up among 119 war and mercantile ships, from 100 tons upwards. When the period during which Japan has adapted her resources for building iron ships of the western model is considered, this achievement will be appreciated. A 21,000 ton battleship and three 5,000 ton cruisers are included in this total. A passenger steamer of 13,380 tons gross also formed part of the programme, and this vessel, the Shinyo Maru, is for the trans-Pacific service between Japan, China, and San Francisco. Steam trawlers were also included in last year's output, no fewer than 60 vessels of this description having been launched. An outstanding feature of the present year's programme is a colossal Dreadnought battle cruiser of 27,000 tons, which is being built in one of the Japanese royal dockyards. Japanese enterprise extends even beyond the rapid increase of her own fleet, now in hand with improved financial arrangement; since a gunboat of 750 tons is likewise being built for their neighbour the Chinese, which will no doubt be an acquisition to the Navy of the new Republic Government of the Middle Kingdom. There are also two 11,000 ton mercantile liners in hand, all to be fitted with turbine engines.



## FAR EASTERN NAVAL SQUADRONS.

## BRITISH.

| Name        | Class                    | Tons   | Guns | I.H.P. | Commander                    | Reported at |
|-------------|--------------------------|--------|------|--------|------------------------------|-------------|
| Alacrity    | Despatch-boat            | 1,700  | 4    | 2,000  | Comdr. A. Lowndes            | Hongkong    |
| Astrea      | 2nd class cruiser        | 4,360  | 10   | 7,000  | Captain E. B. Riddle         | Shanghai    |
| Atlas       | Admiralty tug            | 615    | —    | 1,400  | —                            | Hongkong    |
| Bramble     | Gunboat                  | 710    | —    | 900    | Com. B. G. Washington        | Kiukiang    |
| Bitomart    | Gunboat                  | 710    | —    | 900    | Lt.-Com. J. M. Barker        | Hankow      |
| Cadmus      | British sloop            | 1,070  | —    | 1,400  | Capt. H. Lynes               | Hankow      |
| Cambrian    | 2nd class cruiser        | 4,360  | 10   | 7,000  | Capt. J. E. Drummond         | Hongkong    |
| Cherub      | Water tank and tug       | 390    | —    | 340    | Master W. Smith              | Hongkong    |
| Clio        | British sloop            | 1,070  | —    | 1,400  | Comdr. H. R. Vase            | Canton      |
| Fano        | Torpedo-boat destroyer   | 340    | 6    | 5,700  | Lt.-Com. H. S. Moore         | Hongkong    |
| Flora       | 2nd class cruiser        | 4,360  | 10   | 7,000  | Capt. C. F. Corbett M.V.O.   | Shanghai    |
| Handy       | Torpedo-boat destroyer   | 295    | 6    | 4,000  | Lt.-Com. R. R. Rosoman       | West River  |
| Janus       | Torpedo-boat destroyer   | 320    | 6    | 3,900  | Lt.-Comdr. Maxwell           | Hongkong    |
| Kont        | Armoured cruiser         | 9,800  | 14   | 22,000 | Capt. Allen T. Hunt          | Chingwantan |
| Kinsla      | River gunboat            | 616    | —    | 1,200  | Lt.-Com. H. Marryat          | Hankow      |
| Morlin      | Surveying ship           | 1,070  | 6    | 1,400  | Capt. F. C. G. Paseo         | Hongkong    |
| Minotaur    | Armoured cruiser         | 14,600 | —    | 27,000 | Capt. G. C. Cayley           | Hongkong    |
| Monmouth    | Armoured cruiser         | 9,800  | —    | 22,000 | Capt. L. E. Power M.V.O.     | West River  |
| Moorhen     | River gunboat            | 180    | 2    | 800    | Lt.-Comdr. G. P. Leith       | West River  |
| Newcastle   | 2nd class cruiser        | 4,800  | —    | 22,000 | Capt. G. P. E. Hunt M.V.O.   | Hongkong    |
| Nightingale | River gunboat            | 85     | —    | 240    | Lt.-Comdr. M. Muray          | Yangtze     |
| Other       | Torpedo-boat             | 385    | 6    | 6,300  | Comdr. Lambie                | Hongkong    |
| Pogau       | Protected cruiser        | 2,135  | —    | 5,000  | Comdr. F. H. Mitchell        | Yangtze     |
| Prometheus  | 2nd class cruiser        | 2,135  | —    | 5,000  | Comdr. P. H. Warleigh        | Hongkong    |
| Ribble      | T.B.D.                   | 590    | 6    | 7,500  | Lt.-Com. E. J. G. MacKinnon  | Hongkong    |
| Robin       | River gunboat            | 85     | 2    | 240    | Lt.-Comdr. J. S. Tyndall     | West River  |
| Rosario     | Depotship for submarines | 980    | —    | 1,400  | Lt.-Comdr. N. E. Archdale    | Hongkong    |
| Sandpiper   | River gunboat            | 85     | 2    | 240    | Lt.-Com. E. J. J. Touthby    | Hongkong    |
| Snipe       | River gunboat            | 85     | 2    | 240    | Lt.-Com. Maurice Leslie      | Yangtze     |
| Thku        | Torpedo-boat destroyer   | 305    | —    | 6,000  | Lt.-Comdr. Brickenden        | Hongkong    |
| Tamar       | Receiving ship           | 1,050  | 6    | —      | Comdr. Eyres                 | Hongkong    |
| Teal        | River gunboat            | 180    | 2    | 800    | Com. Hon. Guy Stopford       | Chungking   |
| Thistle     | River gunboat            | 710    | —    | 900    | Lt.-Com. M. Baillie Hamilton | Hankow      |
| Uk          | T.B.D.                   | 500    | —    | 7,500  | Lt.-Comdr. B. W. Blunt       | Shanghai    |
| Virago      | Torpedo-boat destroyer   | 390    | 6    | 6,300  | Lt.-Com. H. D. Adair-Hall    | Swatow      |
| Waterwitch  | Surveying ship           | 626    | —    | 450    | Lt.-Com. R. L. Hancock       | Hongkong    |
| Wollard     | T.B.D.                   | 590    | —    | 57,000 | Lt.-Com. E. T. Chambers      | Shanghai    |
| Whiting     | Torpedo-boat destroyer   | 330    | 5    | 5,900  | Lt.-Com. G. B. Hartford      | Hongkong    |
| Widgeon     | Gunboat                  | 195    | 2    | 800    | Comdr. M. H. Wilding         | Kiating     |
| Woodcock    | Gunboat                  | 150    | 2    | 550    | Lt.-Com. M. B. Blackwood     | Yangtze     |
| Woodlark    | Gunboat                  | 150    | 2    | 550    | Lt.-Comdr. G. F. Mulock      | Hankow      |

Flagship of Admiral Sir A. L. Winsloe, K.O.B., C.V.O., C.M.G.  
 Submarines—  
 No. 26, Lieut.-Comdr. Godfrey Herbert  
 No. 27, Lieut.-Comdr. A. A. L. Fanner  
 No. 28, Lieut.-Comdr. J. L. A. Codrington  
 T.B. 035, Lieut.-Comdr. Woodward  
 T.B. 036, Lieut.-Comdr. Davies  
 T.B. 037, Lieut.-Comdr. Nicol  
 T.B. 038, Lieut.-Comdr. Seymour

## AMERICAN.

| Name        | Class                  | Tons  | Guns | I.H.P. | Commander                 | Reported at |
|-------------|------------------------|-------|------|--------|---------------------------|-------------|
| Alder       | Submarine              | —     | —    | —      | Ensign J. M. Murray       | Manila      |
| Albany      | Protected cruiser      | 3,430 | 17   | 7,900  | Com. C. S. Williams       | Yokohama    |
| Bainbridge  | Torpedo-boat destroyer | 120   | 7    | 8,000  | Ensign E. S. Root         | Manila      |
| Bury        | Torpedo-boat destroyer | 120   | 7    | 8,000  | En. Robt. W. Cabaniss     | Manila      |
| Callao      | Gunboat                | 243   | 8    | 250    | Ensign Stuart W. Cate     | Canton      |
| Chauncey    | Torpedo-boat destroyer | 120   | 7    | 8,000  | Ensign L. N. McNair       | Manila      |
| Chattanooga | Protected cruiser      | 3,100 | 10   | 4,700  | Com. John D. McDonald     | Amoy        |
| Cleveland   | Protected cruiser      | 3,100 | 10   | 4,700  | Com. Hugh Rodman          | Cavite      |
| Dale        | Torpedo-boat destroyer | 120   | 7    | 8,000  | Ensign F. J. Fletcher     | Manila      |
| Decatur     | Torpedo-boat destroyer | 120   | 7    | 8,000  | Ensign C. S. Graves       | Manila      |
| El Cano     | Gunboat                | —     | —    | —      | Lt. Com. W. D. Brotherton | Yangtze     |
| Helen       | Gunboat                | 1,367 | 18   | 1,800  | Com. R. O. Bitter         | Yangtze     |
| Jufo        | Gunboat                | —     | —    | —      | Lieut. J. W. Schoenfeld   | Cavite      |
| Mindoro     | Gunboat                | 170   | 5    | —      | Lieut. C. A. Woodruff     | —           |
| Moccasin    | Submarine              | —     | —    | —      | Ensign E. D. Whorter      | Manila      |
| Mohican     | Station ship           | 1,900 | —    | 5,244  | Ensign Robt. V. Lowe      | Manila      |
| Monadnock   | —                      | —     | —    | —      | —                         | —           |
| Monterey    | Monitor                | 4,084 | 4    | 5,200  | Com. H. A. Bispham        | Cavite      |
| New Orleans | Cruiser                | 3,430 | 25   | —      | Com. William G. Miller    | Yokohama    |
| Pampanga    | Gunboat                | 243   | 8    | —      | Lieut. George C. Pagnan   | Cavite      |
| Porpoise    | Submarine              | —     | —    | —      | Ensign L. C. Van de Carr  | Manila      |
| Queros      | Gunboat                | —     | —    | —      | Lieut. J. W. Schoenfeld   | Cavite      |
| Rainbow     | Cruiser                | 6,206 | 14   | —      | Lt. Comdr. A. N. Mitchell | Cavite      |
| Samar       | Gunboat                | 242   | 8    | 250    | Ensign N. H. Goss         | Yangtze     |
| Saratoga    | Protected cruiser      | 8,150 | 25   | 7,075  | Comdr. Joseph L. Jayne    | Yokohama    |
| Shark       | Submarine              | —     | —    | —      | Ensign Hedry M. Jensen    | Manila      |
| Villalobos  | Gunboat                | 370   | 9    | 500    | Lieut. W. L. Friedell     | Yangtze     |
| Wilkes      | Gunboat                | 1,397 | 20   | 1,894  | Comdr. W. A. Edgar        | Hongkong    |

Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

## GERMAN.

| Name        | Class            | Tons   | Guns | I.H.P. | Commander               | Reported at |
|-------------|------------------|--------|------|--------|-------------------------|-------------|
| Emden       | Cruiser          | 3,600  | 22   | 13,500 | Capt. v. Rostorff       | Tsingtau    |
| Gneisenau   | Armoured cruiser | 11,000 | 30   | 26,000 | Captain v. Ussler       | Tsingtau    |
| Ilia        | Gunboat          | 900    | 12   | 1,300  | Comdr. v. Gohren        | Shanghai    |
| Jaguar      | Gunboat          | 900    | 12   | 1,300  | Comdr. Varselov         | Tsingtau    |
| Leipzig     | Cruiser          | 3,250  | 24   | 11,000 | Capt. Behneke           | Tsingtau    |
| Luha        | Gunboat          | 900    | 10   | 1,350  | Comdr. Bendormann       | Tsingtau    |
| Nurnburg    | Cruiser          | 3,400  | 22   | 13,200 | Capt. Monsberger        | Tsingtau    |
| Otter       | River gunboat    | —      | —    | —      | Capt. Lieut. Jantzen    | Yangtze     |
| Scharnhorst | Flagship         | 11,600 | 36   | 26,000 | Capt. Rosing            | Shanghai    |
| S. 90       | Torpedo-boat     | 400    | 8    | 6,500  | Capt. Lut. Borrenberg   | Tsingtau    |
| Taku        | Torpedo-boat     | 280    | 4    | 6,000  | Oblt. z. S. Claassen    | Tsingtau    |
| Tiger       | Gunboat          | 900    | 10   | 1,350  | Comdr. Luppe            | Tsingtau    |
| Tsingtau    | River gunboat    | 223    | 4    | 1,300  | Capt. Lut. Frhr. Fircks | Canton      |
| Vaterland   | River gunboat    | 223    | 4    | 500    | Oblt. z. S. Prinz       | Shanghai    |

## FRENCH.

| Name        | Class             | Tons   | Guns | I.H.P. | Commander                | Reported at    |
|-------------|-------------------|--------|------|--------|--------------------------|----------------|
| Dupleix     | Armoured cruiser  | 10,014 | 30   | 20,000 | —                        | Hongkong       |
| Kleber      | 1st Class cruiser | 9,700  | 12   | 19,800 | —                        | Saigon         |
| Decade      | Gunboat           | 845    | 10   | 1,000  | Lieut. de Linares        | Saigon         |
| Argus       | River gunboat     | 180    | 6    | 570    | Lieut. d'Estienne        | Canton         |
| Vigilante   | Gunboat           | 123    | 7    | 500    | Lieut. Biscall           | Canton         |
| Peiho       | Gunboat           | 130    | —    | —      | Lieut. Paech             | Tongku         |
| Esturgeon   | Submarine         | —      | —    | —      | Lieut. Combet            | Saigon         |
| Lynx        | Submarine         | —      | —    | —      | Lieut. Marrs             | Saigon         |
| Perle       | Submarine         | 500    | —    | —      | —                        | Saigon         |
| Protee      | Submarine         | —      | —    | —      | Lieut. Morris            | Saigon         |
| Styx        | Armoured gunboat  | 1,798  | 10   | 1,700  | Lieut. Seriot            | Saigon         |
| Frondo      | Destroyer         | 350    | 7    | 303    | —                        | Saigon         |
| d'Iberville | Destroyer         | —      | —    | —      | —                        | —              |
| Takou       | Destroyer         | 250    | 9    | —      | —                        | Saigon Reserve |
| Pistolet    | Destroyer         | 130    | 7    | 300    | Comdr. Mortonel          | Hongkong       |
| Mousquet    | Destroyer         | 307    | 6    | 300    | Lt. de la R. Koranderson | Saigon         |
| Vauban      | Torpedo-depot     | —      | —    | —      | —                        | Hongkong       |
| Veteran     | Torpedo-depot     | —      | —    | —      | —                        | —              |
| Manche      | Surveying-ship    | 1,025  | 10   | 9,000  | Lieut. Bilal             | Saigon         |

Flagship of Rear-Admiral Colloche de Kerillis, Commander-in-Chief, the French China Station.  
 Flagship of Commodore Boucaut, Commanding the local defence Indo-China.

## PORTUGUESE.

| Name   | Class   | Tons | Guns | I.H.P. | Commander           | Reported at |
|--------|---------|------|------|--------|---------------------|-------------|
| Macao  | Gunboat | —    | —    | —      | Capt. Martins       | Macao       |
| Patris | Gunboat | 700  | —    | —      | Captain J. Milheiro | Macao       |

## MARKET PRICES.

Hongkong, April 5, 1912.

## BUTCHER MEAT.

| Item                                  | Price      |
|---------------------------------------|------------|
| Beef Sirloin & Prime Cut, Mei Lung Pa | lb. 20     |
| " Corned, Ham Ngau Yuk                | " 20       |
| " Roast, Shiu                         | " 20       |
| " Breast, Ngau Lam                    | " 16       |
| " Soup, Tong Yuk                      | " 15       |
| " Steak, Ngau Yuk Pa                  | " 20       |
| " do. Sirloin Colom—Ngau Lau          | " 30       |
| " Sausages, Ngau Chuan                | " 24       |
| Butcher's Brains—Know                 | per set 9  |
| " Tongue fresh, Ngau Li               | each 45    |
| " Corned, Ham Ngau Li                 | " 60       |
| " Head, Ngau Tan                      | " 6        |
| " Heart, Ngau Sum                     | " 12       |
| " Bump, Salt, Ngau Kin                | " 18       |
| " Feet, Ngau Kuek                     | " 9        |
| " Kidneys, Ngau Yiu                   | " 18       |
| " Tail, Ngau Moi                      | " 12       |
| " Liver, Ngau Kon                     | " 12       |
| " Tripe (undressed), Ngau To          | " 6        |
| Calvo Head & Feet, Ngau-chai-tu-kark  | set \$1    |
| Mutton Chop, Young Poi Kwat           | lb. 22     |
| " Leg, Young Poi                      | " 22       |
| " Shoulder, Young Shau                | " 20       |
| Pigs Chindings, Chu Chong             | " 22       |
| " Brains, Chu Know                    | per set 24 |
| " Feet, Chu Kark                      | lb. 12     |
| " Fry, Chu Chak                       | " 25       |
| " Head, Chu Tau                       | " 15       |
| " Heart, Chu Sum                      | each 13    |
| " Kidneys, Chu Yiu                    | " 9        |
| " Liver, Chu Con                      | " 15       |
| Pork Chop, Chu Poi Kwat               | " 20       |
| " Corned, Ham Chu Yuk                 | " 24       |
| " Leg, Chu Poi                        | " 24       |
| " Fat or Lard, Chu Yau                | " 15       |
| Sheep Head and Feet, Young Tau Kark   | set 50     |
| " Heart, Young Sum                    | each 6     |
| " Kidneys, Young Yiu                  | " 9        |
| " Liver, Young Con                    | " 24       |
| Sucking Pigs, To Order—Chu Chai       | " 22       |
| Suet, Beef—Sung Ngau Yau              | " 20       |
| " Mutton, Sang Young Yau              | " 22       |
| Veal, Ngau Chai Yuk                   | " 20       |
| " Sausages, Ngau Chai Chuan           | " 20       |

## POULTRY.

| Item                                 | Price       |
|--------------------------------------|-------------|
| Chicken, Kai Chai                    | lb. 32      |
| Capons, Large, Small, Sin Kai        | " 32        |
| Ducks, Ap                            | " 27        |
| Doves, Pan Kau                       | each 24     |
| Eggs, Hen—Kai Tan                    | per doz 24  |
| Fowls, Canton, Kai                   | lb. 35      |
| " Hainan, Hoi Nam Kai                | " 32        |
| Geese, Ngai                          | " 27        |
| Geese, Wild, Shai, Shang-ho Yea Ngai | pair —      |
| Musks, Deer, Wong Kong               | each —      |
| Hare, Shanghai, Tu Chai              | " 70        |
| Partridge, Che Khoo                  | " 170       |
| Pheasant, Shan Kai                   | pair \$ 170 |
| Pigeons, Canton, Pak Kup             | each 35     |
| " Hoihow, Hoi How Pak Kup            | " 26        |
| Quail, Um Chun                       | " 23        |
| Rice Birds, Wo Fa Cheul              | dozen —     |
| Suiper, Sa Choy                      | each 25     |
| Turkeys, Cook—Phor Kai Kung          | lb. 51      |
| " Hen, Na                            | " 05        |
| Wild Ducks, Shai—Shang hoi Sai Ap    | " —         |
| Tsai, Sui Ap Chai                    | " —         |
| Wild Ducks Canton—Sang-Shing Sui Ap  | " —         |

## FISH.

| Item                                | Price |
|-------------------------------------|-------|
| Barbel, Ka Yu                       | lb. 6 |
| Bream, Bin Yu                       | " 16  |
| Canton Fresh Water Fish, Hoi Sin Yu | " 16  |
| Carp, Li Yu                         | " 22  |
| Catfish, Chik Yu                    | " 18  |
| Codfish, Mun Yu                     | " 18  |
| Crabs, Hai                          | " 20  |
| Cuttle Fish, Muk Yu                 | " 15  |
| Dab, Sa Mang Yu                     | " 14  |
| Dace, Wong Mei Lun                  | " 11  |
| Dog Fish, Tit Tu Sa                 | " 8   |
| Eels, Congor, Hoi Mann              | " 15  |
| " Fresh water, Tam Sin Yu           | " 16  |
| Eels, Yellow, Wong Sin              | " 28  |
| Frogs, Tien Kai                     | " 32  |
| Grouper, Sek Pan                    | " 52  |
| Gudgoun, Pak Kup Yu                 | " 12  |
| Herrings, Tao Pak                   | " 20  |
| Halibut, Cheung Kwan Kup            | " 28  |
| Labrus, Wong Fa Yu                  | " 16  |
| Loach, Wu Yu                        | " 28  |
| Lobsters, Lung Ha                   | " 20  |
| Maakorrel, Chi Yu                   | " 24  |
| Monk Fish, Mong Yu                  | " 28  |
| Mullet, Chai Yu                     | " 15  |
| Oysters, Sang Hoo                   | " 20  |
| Parrotfish, Kai Kang Yu             | " 16  |
| Perch, Tau Loo                      | " 15  |
| Pike, Fa Paw Poong                  | " 8   |
| Plaice, Pan Yu                      | " 18  |
| Pomfret, Black, Hak Chong           | " 22  |
| Pomfret, White, Pak Chong           | " 28  |
| Pawns, Ming Ha                      | " 52  |
| Ray, Pai Pa Sa                      | " 8   |
| Rock Fish, Sak Ka Kung              | " 15  |
| Salmon, Ma Yan Yu                   | " 4   |

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## European Ports.

New York, San Francisco and Canada.

**Australia.**

Singapore, Coast Ports and Japan.

# IF YOU WANT

# TELEGRAPH.

BE FULFILLED.

# THE TELEGRAPH

AND IS *READ* BY *ALL*.

47, LES VOEUX RO'D.

**TELEPHONE No. 1.**

## Outward

Mrs. W. Blake and child,

\_\_\_\_\_

### Eastern Extension.

water is of excellent quality.  
Public Works Department.  
W. CHATHAM,  
Water Engineer.

### WATER RETURN.

1953



## COMMERCIAL.

## Share Report.

The market opened strong in the early part of the week but closed somewhat easier; the Titanic disaster has had a depressing effect in London, and this to some extent has influenced our local market.

Rubber is quoted from London at 4.10-1.2 per lb. market quiet. Bar Silver is quoted at 27.3-8 for ready and 27.1-4 for forward delivery, steady.

Exchange on London opened today at 1/11.1-2 T.T.

Banks.—Hongkong and Shanghai Banks have changed hands at \$850 and a fair business has been put through with London; the London price is \$83.10.0.

Marine Insurance.—Unions close on offer at \$865. North China are quoted at Tls. 145 buyers from Shanghai. Cantons are in demand at \$205 after sales at this rate.

Fire Insurance.—China Fires after sales at \$131 and \$132 close with buyers at the former and sellers at the latter rate. Hongkong Fires are a strong market at \$341.

Shipping.—Hongkong, Canton and Macao Steamboats have improved to \$27.1-2 with sales and further sales. Shell Transports were sold in London at \$116 in the early part of the week and have since declined to 112. Indo-China close in demand at \$70; the London rate is \$71.0. Star Ferries are unobtainable at \$32 for the old and \$30 for the new issue.

Mining.—Rubber is in demand at \$4.3-4 after sales at \$4 and \$4.1-2. Langkats have declined to Tls. 70 buyers after sales at various rates from Tls. 73 to 70. Chinese Engineerings have been offering from London throughout the week at \$90. Tronohs have declined to 71/6 buyers, 72/6 sellers.

Refineries.—Sugars are in demand at \$104. Luzons have changed hands at \$31 and are now offering at \$33.

Docks, Wharves and Godowns.—Hongkong Docks have advanced to \$48 and at the same time have been obtainable. Kowloon Wharves are in request at \$58.

Lands, Hotels and Buildings.—Hongkong Lands are in demand at \$105. Humphreys Estates have been the medium of a fair business at \$7.1-2 and more shares are wanted.

Cotton Mills.—Hongkong Cottons have changed hands in fair quantities at \$5.00. Ervas are quoted from Shanghai at Tls. 92.

Miscellaneous.—Cements have receded to \$4.1-2 with buyers at the rate. Electricies are wanted at \$23.1-4. China Borneos have been booked at \$10.1-2 and close in request. China Providents are a strong market at \$8.00.

Dairy Farms are wanted at \$21.1-2. A. S. Watsons have been an active market at \$5.1-2. Wm. Powells have improved to \$6.3-4 with sales. China Light and Powers can be placed at \$1.45.

Quotations received from London by wire to-day:—

|                |          |
|----------------|----------|
| Banks          | £83/10/- |
| Shells         | 112/-    |
| Indos          | £7/10/-  |
| United Savings | 113/6/-  |
| Langkats       | 102/-    |
| Merlinau       | 3/0      |

The telegraph lines of Persia total 6,312 miles in length.

Forty thousand wireless telegrams reached the coast of Great Britain last year.

The Forestry Department has 100,000,000 acres of timberland in its charge.

The Pacific Ocean is thought weigh 948,000,000,000,000,000 tons.

The pores in the human skin number about one thousand to the square inch.

It would require 2,000,000 years for the sea water of the world to flow over Niagara.

There are two persons to the square mile throughout Canada and Newfoundland.

The amount of starlight reaching the earth is equal to that of three thousand stars of the first magnitude.

## Public Companies

## CHINA TRADERS' INSURANCE CO., LTD.

## Notice to Shareholders.

NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 29th April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 12th April to the 28th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 3rd April, 1912. [200]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## Notice to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 29th April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 28th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 3rd April, 1912. [288]

## THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 25th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,  
O. B. LIVINGSTON & CO.,  
Agents.

Hongkong, 17th April, 1912. [381]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HA FAYRALLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Offices of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 13th April, 1912. [301]

It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber of Commerce at 2.15 p.m. on WEDNESDAY, the 1st day of May 1912, for the purpose of considering the following application under the Liquor Licenses Ordinance, 1911, viz:—

From an application for the transfer to him from one R. A. Tschann, of the Publican's License to sell by retail intoxicating liquors on premises Nos. 11 and 13 Nathan Road, Kowloon, under the sign of "The Station Hotel."

G. A. WOODCOCK,  
Secretary to the Licensing Board.

Hongkong, 13th April, 1912. [315]

## Auction

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 1559 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Sub-<br>Registry No. | LOCALITY.   | Boundary Measurements. |           |           |           | Contents in<br>Square Rods. | Annual Rent. |
|-----------------------------|---|------------------------|-----------|-----------|-----------|-----------------------------|--------------|
|                             |   | N.E.                   | N.W.      | S.E.      | S.W.      |                             |              |
| 1                           | Island Lee No. 54<br>Adjoining Island<br>Lee No. 54 | ft.<br>56              | ft.<br>77 | ft.<br>62 | ft.<br>98 | About<br>19,358             | 06           |

Hongkong, 14th April 1912.



## NEWS FROM HOME.

## SCOTLAND.

## Fifehire.

In the High Court, Edinburgh, David Robertson, lately a solicitor at Markinch, Fifeshire, was sentenced to five years' penal servitude for embezzling £4,700 belonging to clients and uttering as genuine two deeds bearing forged signatures. Robertson was brought back from South Africa in custody, and his counsel stated after dabbled on the Stock Exchange he took his clients' money to meet demands.

## Lanarkshire.

A new religious movement is taking deep hold of the people of Scotland. Originated by the Pocket Testament League and sometimes described as "Carry your Bible" movement, it seeks to get people to carry about with them a Bible or Testament, and to read at least one chapter daily. Great progress has been made by the movement among all classes in Glasgow, where about 450 policemen, 300 tramwaymen, 700 soldiers, and 100 telegraph boys now carry small Testaments with them on their rounds of duties. The chief constable of the city is one of the 50,000 members.

## Dundee.

A committee of Dundee Harbour Trustees have recommended that a large portion of their extensive scheme for harbour improvement should be proceeded with, and if the recommendation is adopted the Trustees will build a wall, 600ft. in length, along the river, with sheds and other equipment, at a total cost of £120,000. The committee have also approved generally of the completed report of their engineer, which provides for a total expenditure of £175,000. Altogether 1,000ft. of new wharfing is proposed.

## Leith.

An agreement has been arrived at between the Leith Dock Labour Employers' Association and the National Union of Dock Labourers with regard to the conditions of labour at the docks at Leith and Granton, which as the result of friendly conference afforded a settlement of matters which have been in dispute between the parties. At the time of the settlement of the dispute of last July a number of matters were apparently left in abeyance, and a considerable amount of unrest has prevailed at the port. Further difficulties arose as to the recognition of the union officials, and the present agreement removes a condition of affairs which might have led to serious consequences.

## Midlothian.

In the Court of Session, Edinburgh, recently, the hearing of the libel action brought by Irish Roman Catholic clergymen, including Bishop Browne, of Cloyne, against the "Dundee Courier" was concluded, the jury finding for the plaintiffs and awarding damages as follows:—£200 to Bishop Browne and £50 to each of the four other plaintiffs. The bishop sued for £2,000 and each of the other clergymen for £500. The libel was alleged to have been contained in an article in the "Dundee Courier," entitled "Sinister Sidelights on Home Rule," in which plaintiffs maintained that they were falsely and calumniously charged with abusing their religious influence over the Catholic laity at Queensdown to procure the indiscriminate dismissal of all Protestant shop assistants in the employment of Catholics in Queensdown.

In Edinburgh there was recently presented a Masque of Learning, or a pageant of education through the ages. It was organised by Professor Patrick Geddes and his colleagues in celebration of the semi-jubilee of the University Hall of residence. The scheme of the pageant comprised a presentation of the culture aspects of all the great civilisations—Eastern and Western, ancient and modern; from the Egyptian, Indian, and Chinese systems, through the Greek and Roman, Celtic and

Medieval, to the Renaissance and encyclopaedic epochs, and the ideal union of city and University.

## IRELAND.

## County Antrim.

During a dense fog a woman named Elders walked into a timber pond at Belfast Docks and for six hours was held fast by the mud. It was not until morning saw her standing waist deep that she was rescued. She was exhausted, but recovered under treatment.

## County Galway.

Six men being driven in a car from Port to Oranmore, Galway, late one night, were fired at by a party in ambush and more or less seriously injured. The driver, the only one in the vehicle unharmed, drove into Oranmore as speedily as possible and a police party motorized out to the scene. No arrests have, however, taken place.

## County Waterford.

Four men—James Kirwan, John Roche, Thomas Roberts, and Francis Dwyane—have been committed for trial at Stradbally (County Waterford), charged with stealing property from Bonmahon copper mines. Dwyane was charged "that he did steal, take, and carry away four dyall-ing-houses." It was stated that the mines had not been worked since 1907, and that the buildings and machinery had been in the charge of a caretaker. The houses alleged to have been stolen cost from £400 to £500 to build.

## WALES.

## Carmarthenshire.

Fifty gipsies, who had retained possession of a plot of ground in the centre of Llanelly for two years, despite repeated efforts by the local authorities to induce them to leave, have been removed by the police, the use of a fire-hose proving effective on the most recalcitrant.

## Flintshire.

An election of a unique character has taken place in North Wales, resulting in the return of Mr. Hugh T. Roberts, of Rhyl, to the Elwy and Clwyd Fishery Board as a representative of those fishermen who take out licences to fish in public or common waters others than licences for the use of rod and line. This is the first election which has taken place since the Act of 1875 was passed, and the fact that such a representative had to be elected was not discovered until recently. There are about a dozen persons entitled to vote at the election, which was conducted through the post.

## Glamorganshire.

Addressing a meeting of colliers at Ton Pentre, Glamorgan, the Rev. Mordecai Morris, vicar of Clydach Vale, said there was enough wealth in Cardiff to buy up Glamorgan, yet they could not keep the infirmity without assistance from the working classes. While within stone's throw lived ten millionaires, the infirmity people were begging round the country.

A tragedy took place at Tyldwyd, Resolven, in the Vale of Neath recently. Three youths, named William Trott, William Thatcher, and Alfred Minn, each seventeen years of age, were cleaning a Morris-tube rifle with the object of engaging in target practice. Thatcher was handling the gun, which suddenly went off and the shot entered Trott's forehead, inflicting fatal injuries. The victim's father was standing twenty yards away when the accident happened.

## Montgomeryshire.

Enthusiastic scenes were witnessed in Montgomeryshire when the two young farmers David Andrew and John Evans reached their homes at Llanfugan after undergoing a month's imprisonment in the second division for night poaching and assaulting a gamekeeper named Bowen, leave to appeal against the verdict having been refused. The young men were welcomed by a large crowd at Llanfair Station, and when they reached their homes, four miles away, the wildest enthusiasm prevailed. About a dozen collecting-books have been distributed, and it is estimated that close on £100 will be collected towards their expenses, and the vicar of the parish is also arranging a concert.

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be addressed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hupoh, Hunan and Tengyueh.

## MAILS VIA SIBERIA.

| Left      | Due       |
|-----------|-----------|
| London    | Shanghai  |
| March 20. | April 5.  |
| March 23. | April 9.  |
| March 27. | April 12. |
| March 30. | April 16. |

## MAILS DUE.

|                                 |
|---------------------------------|
| Siberian, Chihuahua, 21st inst. |
| American, Mongolia, 7th prox.   |
| Siberian, Polyasien, 22nd inst. |
| English, Oriental, 21st inst.   |

## MAILS CLOSE.

|   |
|---|
| Swatow—Per Hainan, 21st April, 9 a.m.   |
| Swatow, Amoy and Formosa—Per Dai-gi-maru, 21st April, 9 a.m.                            |
| Macao—Per Sui Tai, 21st April, 10 p.m.  |
| Hullow, Tourane and Quinhon—Per Helene, 22nd April, 9 a.m.                              |
| Philippine Islands, Australia, Tasmania and New Zealand—Per Changha, 22nd April, 3 p.m. |

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Yara, 22nd April, 4 p.m.

Hainan and Pakhoi—Per Carl Diederichsen, 23rd April, 9 a.m.

Shanghai, North China, Japan via Moji, Victoria and United States via Seattle—Per Awa-maru, 23rd April, 10 a.m.

Swatow, Amoy, Formosa and Fouchow—Per Hatan, 23rd April, 10 a.m.

Shanghai, North China, and Japan via Kobe—Per Kulsang, 23rd April, 10 a.m.

Straits and Ceylon—Per Akuta-maru, 23rd April, 11 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letter posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letter—11.00 a.m. to Noon. Extra Postage 10 cents.)—Per Polyasien, 23rd April, 11 a.m.

Philippine Islands—Per Kailong, 23rd April, 8 p.m.

Fort Bayard, Hainan and Pakhoi—Per Sikang, 21st April, 8 a.m.

Swatow—Per Hainan, 21st April, 10 a.m.

Weiheiwai and Tientsin—Per Cheong-shing, 24th April, 11 a.m.

Straits, and India via Calcutta—Per Japan, 24th April, noon.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Oriental, 24th April, 4 p.m.

Shanghai and North China—Per Kwong-sang, 25th April, 11 a.m.

Shanghai and North China—Per Chihuahua, 25th April, 8 p.m.

Swatow, Amoy, Formosa and Fouchow—Per Haiyang, 26th April, 10 a.m.

Batavia, Samarang, Sourabaya, and Macassar—Per Tjilwong, 26th April, 11 a.m.

Weiheiwai and Tientsin—Per Hainan, 26th April, 3 p.m.

Tientsin and Chefoo—Per Kinkang, 26th April, 3 p.m.

Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April, 10 a.m.

Straits, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe via Brindisi. Late Letters 11 a.m. to noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 26th April, at 5 p.m.—Per Assaye, 27th April, 11 a.m.

Philippine Islands—Per Longsang, 27th April, 1 p.m.

Shanghai and North China (Europe via Siberia)—Per Anhai, 27th April, 6 p.m.

Philippine Islands, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late Letters 11 a.m. to 11.30 a.m. Extra postage 10 cents.—Per Kieit, 30th April, 11 a.m.

Mainila, Hainan and Cebu—Per Rubi, 30th April, 3 p.m.

## VESSELS IN PORT.

STEAMERS.

Awa Maru, Jap. s.s., 3,012, D. Shimizu, 14th April—Shanghai 11th April, Gen.—N. Y. K.

Baron Lander, Br. s.s., 2,140, McAlister, 19th April—Sampsa W.S.A. and K. be 20th Jan. Phosphate.—D. S. Co.

Cambie, Br. s.s., Skelton, 14th April—New Port 15th Feb. Coal.—B. & Co.

Changsha, Br. s.s., 1,134, E. Finlayson, 16th April—Australia via Ports 13th Mar., Gen.—B. & S.

China, Am. s.s., 3,180, Emory Rice, 9th April—San Francisco 12th Mar., Mail and Gen.—P. M. S. S. Co.

Daiji Maru, Jap. s.s., 816, Y. Somokawa, 17th April—Tamsui, via Amoy and Swatow 15th April, Gen.—O. S. K.

Daini-hi Maru, Jap. s.s., 1,952, T. Nakamura, 18th April—Kantsu 12th April, Coal.—Order.

Hainan, Br. s.s., 641, A. H. B. 3rd, 19th April—Swatow 18th April, Gen.—D. L. & Co.

Japan, Br. s.s., 6,018, A. Stewart, 19th April—Kobe and Moji 14th April, Gen.—D. S. & Co.

Kailong, Br. s.s., 997, J. V. Sidford, 19th April—Manila, Hainan and Cebu 16th April, Hamp.—B. & S.

Katsang, Br. s.s., 4,895, R. C. D. Bradley, 19th April—Calcutta, Straits and Singapore 18th April, Gen.—J. M. & Co.

Landat Scheff, Ger. s.s., 1,010, Jager, 18th April—Bangkok and Hainan 17th April, Rice.—S. & Co.

Lieuen, 1,072, W. C. Barclay, 12th April—Manila 8th April.

Madura, Br. s.s., 2,908, Robt. S. Hornley, 11th April—Barry Dock 24th Feb. Coal.—Bank Line.

Muyo Maru, Jap. sail ship, 277, K. Asari, 12th April—Tukao, and Formosa 9th April, Ballast.—Order.

On Sang, Br. s.s., 1,787, A. G. Smith, 18th April—Chinwaning 6th April, Gen.—J. M. & Co.

Sexta, Ger. s.s., 992, Jensen, 18th April—Bangkok 7th April, Gen.—Kin Tye Lung.

Teleaschus, Br. s.s., 1,340, Fraser, 19th April—Saigon 14th April, Gen.—W. Fat Sing.

Tou Sui, Br. s.s., 981, P. N. Marousen, 19th April—Bangkok 10th April, Rice.—A. Buns.

Volant, Br. s.s., 2,095, Wilton, 14th April—Tientsin 7th April, Bulk oil.—A. P. & Co.

Yatshing, Br. s.s., 1,424, S. J. Payne, 17th April—Tientsin 10th April, Gen.—J. M. & Co.

SHIPS PASSED THE CANAL.

19th March—Glenstrae, Branzburg Franz Ferdinand, Moyuna, Poshuvu, Miyasaki Maru, Yang Tze. 22nd March—Caldes, Pathan. 26th March—Benedi, Burner, Silbonia, Peking, Priam, Kawachi Maru, Scandia. 29th March—Bellarophon, Dismal, Luthian, Prinz Bittel Friedrich, Prinz Ludwig, Salsum, Yarra. 2nd April—Inverclyde, Kiana Maru, Nile, Patroclus, Siontor, Teucer, Rhodus. 9th April—Aki Maru, Anubis, Bayern, Glensack, Hyson, Induranyo, Persous, Seneca, Spezia, Syria, India. 12th April—Benaville, Bulwar, Ernest Simon, Karonga, Meinam, York, Africa. 16th April—Iyo Maru, Annam, Atreus, Prometheus, Badenia, Kina, Benlarig, Dandighire, Memna, Nore, Port, Tourane.

Arrival at Home—19th March—Ajax, Segovia. 22nd March—Tango Maru, Wilhelmina. 26th March—Atholl, Leertes, Sambia, Lovat. 29th March—Benedict, Darrifinger, Ernest Simon, Idomeneus, Saxonia, Silene, Theseus. 4th April—Sootra. 9th April—Angonia, Dumbra, Persia, Kamo Maru, P. E. Friedrich. 12th April—Patroclus, Blam, Teucer, Rhodus. 16th April—Anubis, Aki Maru, York.

April 19th at 10 a.m. 29.98 29.95

Barometer ..... 29.98 29.95

Temperature ..... 68 82

Humidity ..... 98 81

Rain ..... = =

## SHIPPING NEWS.

The N. Y. K. s.s. Akutsu Maru, European Line, left Shanghai for this port on the 19th April and is expected here on the 22nd inst.

The O. P. R. Co.'s s.s. Empress of Japan arrived at Yokohama at 9 a.m. yesterday and left again at 4 p.m. same day for Kio, where she is due to arrive at 4 p.m., to-day.

The Danish s.s. Ekstetteslow left Singapore on Thursday, p.m., and may be expected here on or about Wednesday, a.m., the 21st of April.

The P. & O. S. N. Co.'s s.s. Oriental left Singapore for this port on the 19th inst. at 4 p.m., with the outward English Mail, and is due here on the 24th inst., at about 7 a.m.

## ARRIVED.

Fukui Maru, Jap. s.s., 3,087, H. Fominaka, 19th April—Moji 14th April, Coal.—M. B. K.

Achilles, Br. s.s., 1,185, R. C. Thompson, 19th April—Shanghai 16th April, Gen.—B. & S.

Tanshin Maru, Jap. s.s., 2,074, Hore, 19th April—Singapore 12th April, Rice.—N. Y. K.

Manchuria, Am. s.s., 8,750, A. Dixon, 20th April—San Francisco 21st Mar., Mail and Gen.—P. M. S. S. Co.

Kaji Maru, Jap. s.s., 1,202, Y. Yamamoto, 20th April—Swatow 19th April, Gen.—Order.

Fri. Nor. s.s., 800, Wagle, 20th April—Nowo-wag and Dahn 13th April, Beans and lean oil.—T. & Co.

Ginan, Br. s.s., 1,250, C. C. Williams, 20th April—Canton 19th April, Gen.—B. & S.

## DEPARTED.

Alkoku-maru, for Hainan, Canton-maru, for Chienan, Goinania, for Sydney.

Empress of India, for Victoria. Prinz Walfermar, for New Zealand. Jibson-maru, for Calcutta.

Hollow, for Shanghai. Koerber, for Trieste. Triumph, for Canton.

Keat, Br. cruiser, for Miss Bay. C. Apear, for Singapore. Pitmanuk, for Sarawak.

Zafiro, for Philippine Islands. Yensang, for Manila. Tjibodas, for Sourabaya.

Rygin, for Vancouver. Haugang, for Shanghai. Maunang, for Sandakan.

## PASSENGERS ARRIVED.

Per s.s. Manchuria, arrived 20th April, from San Francisco, &c.:—Anderson, Mr. and Miss, Mr. & Mrs. B. F. F.

Adams, H. W. Durban, Mr. and Mrs. H. W. Alexander, Mr. & Mrs. J. J. D. Mrs. H. S. Diet, Mr. & Mrs. A. J.

Alford, Dora. Dye, Mrs. S. D. Amey, J. Emerson, Dr. H. K. Armstrong, Miss Fleming, Miss B. G.

Barnett, J. G. Hart, Mr. & Mrs. Barry, Mrs. J. A. J. D. Barry, Miss M. L. Hirscheimer, F. Hirscheimer, Miss Brownell, W. L. I.

Brown, Mr. & Mrs. Lockwood, Miss D. H. P. Barth, Mr. & Mrs. Luxenstein, Miss D.

Barth, Miss E. L. Macdonald, Miss Barth, Miss J. E. M. Manning, Mr. and Mrs. L. H.

Poyd, J. N. Manning, Mr. and Mrs. G. Carlson, Miss Anna B. Newburger, Mr. & Mrs. E. A.

Chintun, Mrs. D. Mrs. E. A. Newer, Mr. and Mrs. M. S. O'Connell, Miss J. C.

Casement, Mr. and Mrs. E. A. Orr, Miss E. A. Mrs. G. Orr, Miss E. A. Charles, Dr. & Mrs. Orr, Mr. and Mrs. G. P.

Cobb, D. L. Prigo, Mr. & Mrs. Crowl, Miss L. A. T. Crowl, Mrs. B. C. Palmer, E. A. Charles, Master G. Saul, Mr. & Mrs. Charles, Miss O. J. E. Drexton, Mr. and Mrs. Troy, R. P. Mrs. W. F.

## PASSENGERS DEPARTED.

Per s.s. Prinz Ludwig, sailed on 19th April, for Shanghai, &c.:—Brestol, Mrs. H. B. Li Chian-leu. Boble. Lo Sun.

Chow, Mrs. O. L. Moss, Major H. Clark, Mrs. Orme, Miss Quinn, J. H. London, L. Pama, Mr. de la.

Fahara. Ram-dia, B. F. S. Sturgeon, H. L. Sasaki, Y. Shaliger, Mr. and Mrs. Howard, Miss L. Mrs. Howard, Mrs. Howard, Miss Hall. Hubbard, Mrs. Oh. F. Warner, Dr. E. R. Wain, Miss O.

## Mail Steamers.

## THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, BORNEO, MOJI, KIOBE, & YOKOHAMA. About 22nd April. Freight and Passage.

SHANGHAI, BORNEO, MOJI, KIOBE, & YOKOHAMA. About 26th April. Freight and Passage.

LONDON, via Assaye, Capt. W. W. Cockman, R.N.R. Noon, 27th April.

LONDON & ANTWERP, via Assaye, Capt. W. W. Cockman, R.N.R. About 1st May. Freight and Passage.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 19th April, 1912.

## NORDDEUTSCHER LLOYD BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG. STEAMERS. To sail on TUESDAY, 20th April, at Noon.

SHANGHAI, TIENTSIN, KIOBE, & YOKOHAMA. Bulow, Capt. H. F. 16,970. About 2nd May.

MANILA, ANG AUR, YAP, NEWGUINEA, BRISBANE, SYDNEY, & MELBOURNE. Prinz Waldemar, Capt. H. Bremer, 6,700. SATURDAY, 20th April, at 9 a.m.

KIOBE & YOKOHAMA. Coblenz, Capt. L. Klugkist, 6,750. About 3rd May.

RUDAT & SANDAKAN. Borneo, Capt. F. Sembill, 6,750. Middle of May.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy, New System of Telephones.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 18th April, 1912.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING. Hainan, J. S. Roach, TUESDAY, 23rd April, at 11 a.m. Hainan, J. W. Evans, FRIDAY, 26th April, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.) Hainan, A. H. Stewart, WEDNESDAY, 24th April, at 11 a.m. Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

| Steamers   | Arrive Hongkong from Australia | Leave Hongkong for Australia |
|------------|--------------------------------|------------------------------|
| St. Albans | 5th April                      | 27th April                   |